

Programmatic Agreement Comments 2023

#	Commentor	Comment	Response
1	Thomas E. Stratton-Crook	This is a monumental event. The NS SAVANNAH is a model, for the assurance, of the certainty, of the superiority of clean, efficient, nuclear propulsion threshold , to the next phase, Fusion. We must be patient and dedicated to this proposition . It will take time to develop and implement FUSION efficiency. However, there is only one global course to PEACE & Competitive Global Harmony, and that is MAKING TRADE , not WAR! This is a UNIVERSAL TRUTH? Fraternally yours, Tom '56A USMMA, Kings Point (let us not throw out the NS SAVANNAH with the Sea Water!)	non-substantive, no changes to PA required, e-mail response only
2	Charles Dragonette	Just finished reading the PA and congratulate all concerned on getting to this point with a public and transparent effort. I especially appreciate that any package must include at least one proposal for historic preservation. I am probably in no position to be of material help - and hate being one of those "Somebody (else) should do something!" Types. But I have opinions, of course, and will help where and if it appears I can. The location for any completed or ongoing project is critical, of course. Every berth will incur costs or restrictions that can defeat the best hopes. I love Baltimore, but fear it may be a costly spot unless co-location with the JOHN W. BROWN is feasible and can be substantially self-supporting. A viable alternative could be one of the Maritime Academies. Not sure what additional shoreside infrastructure would be needed at any. What will she be? Certainly a museum to herself and to Atoms For Peace. Empty hold space, though, could span broader U. S. Maritime History. The holds of the Greek HELLAS LIBERTY have displays covering the post-War rebirth of the Greek merchant marine. Hopefully, the spaces to be dismantled as part of terminating the NRC facility license will have been scanned for visual reconstruction and display. If N/S SAVANNAH can be made to pay her way under public-private partnership, this seems best. The Capitalist in me would love to see pure private capital involved, but I am not naive about how lack of oversight plays out. Looking forward to any opportunity to help,	non-substantive, no changes to PA required, e-mail response only
3	bjaynewell	I hope that some way can be found to leave NS Savannah engine intact. Realizing that the ship must be decontaminated, and the remaining fuel [if any] has to be removed, it would be the best for both science and history if the engine could be saved. Doing this would keep the vessel's historical listing valid. I was lucky enough to be aboard her for a tour when she was in service, and hope all the public spaces have their original fittings.	non-substantive, no changes to PA required, e-mail response only

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4	Rick Sprow, Nuclear Retiree	Hello, Given that the NS Savannah is one of a kind, its historical significance implores that the ship is made available to the public for tours. Also, with the revival of nuclear energy the educational value is significant. I can only hope there is a way to make this a viable solution. Thank you for your time.	non-substantive, no changes to PA required, e-mail response only
5	Eric G Meyer Executive Director	I believe the NS Savannah's legacy would be best preserved, and most valuable to the public, as an educational museum. It would provide a great opportunity to teach about nuclear power, certainly, but it would also present an opportunity to teach about how shipping is currently done and how environmentally harmful it is, showing how nuclear energy could be a solution to this challenging issue. Thanks for your consideration,	non-substantive, no changes to PA required, e-mail response only
6	Daniel M. Fix	I was surprised to find out that the NS Savannah was still existent. When I was a kid she was quite the attraction to me and I had several models of her. Unfortunately she was decommissioned before her time due to nuclear economics and politics. More objective heads realized that a ship like this, much less a fleet of them, floating around the world with fisible material would be tempting targets for rogue states and operators seeking nuclear material for weapons of mass destruction. I never understood why the US Navy did not develop the type for use in its many transport roles. My comment is about her disposal. I think her power plant should be decommissioned like the nuclear submarines and ships are. Then, depending on her condition, making her into some sort of museum ship sponsored by the Navy or Department of Energy. Maybe a location like Savannah Georgia could be considered. I think keeping her under military or government control is a safety imperative. I do not think you can trust private or non profit business to take the more expensive responsible measures to keep her safe to tour. Thank you for your time.	non-substantive, no changes to PA required, e-mail response only

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7	Benjamin Day	<p>Firstly, I just want to thank you for getting me in touch with CM Blackwell and making our NS Savannah visit a possibility. I enjoyed the ship immensely, and so did the crew. We were able to get about 80% of our crew over there between two visits, and I heard nothing but good things and gratitude from all of them. Even though we are in the industry, many of the sailors on board did not know of the existence of the Savannah, so it was a good education. That being said, allow me to comment on the Draft Programmatic Agreement for NS Savannah. In my opinion, it would be a tragic and devastating loss to allow this amazing vessel to become a reef or be scrapped. A floating museum sounds to be the best alternative, in a high traffic area (obviously not where she is at), or added to an existing maritime museum site. For me, the thing I wished most from the tour would have been to purchase a table set of the dishes and glassware, but shirts and whiskey and shot glasses would sell like hotcakes in a gift shop, as would any modern replica souvenirs that could be made. There is so much history and unique character to that vessel, it is exciting for mariners and non-mariners alike. If money were no object, I would say, let's build a replica and go for "Atoms for Peace 2.0", but that is unlikely. I know this is just one opinion of a random sailor, but if it helps in any way, I can probably produce 24 additional signatures to back it up. Thanks for all you have done for the ship, and again, thank you for setting up our tour, it was the highlight of my time here in Baltimore.</p>	non-substantive, no changes to PA required, e-mail response only

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8	Robert McLean Darlington, Mary	<p>enclosed please find comments previously submitted by me on February 6, 2021 to MARAD rulemakings: (MARAD–2020–0133) To whom it may concern: One cannot save every ship, but I am glad that some of them are saved. 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. 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. Naturally a berth in perpetuity would necessarily need to be in a port city. 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. 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</p>	<p>non-substantive, no changes to PA required, e-mail response only</p>
9	Christopher Bergan	<p>This vessel should be preserved as a museum, probably out of the water. If the Chicago Science & Technology Museum can host a submarine, then the Savannah should also find a permanent home somewhere. I would prefer the Smithsonian, but anyplace that can be responsible for ongoing upkeep is certainly suitable. Please ask around the various US museums.</p>	<p>non-substantive, no changes to PA required, e-mail response only</p>

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10	Meredith Floyd	<p>My name is Meredith Floyd. I am a US Merchant Marine officer and graduate of Great Lakes Maritime Academy. I was recently invited to tour the NS Savannah while in Baltimore. It is such a fascinating and unique piece of history. Even without a tour guide or the ship being staged for tours, it was one of the coolest things I have done as a merchant Mariner and fan of history. Being born in the 90s, I had never even heard of the NS Savannah prior to being invited to tour it. I was fascinated with the decor and the time of passenger vessels. The bridge was straight out of a history book with every fascinated detail so well preserved. The engine plant and concept was just amazing and would be so incredibly cool with mock-ups put in place for the engine and nuclear pieces. It would be such a shame to see this piece of history not preserved. There is such an opportunity to demonstrate to the public the innovations of the time, as well as spark the imagination of new inventors in the modern day. I truly hope that it is preserved as a piece of history so that many more people can have the experience I did. Thank you and I hope to hear that a favorable conclusion for its future has been found.</p>	non-substantive, no changes to PA required, e-mail response only
11	Edwin Muth	<p>The problem with the proposed decommissioning proposal is that while it addressed the Nucelar plant decommissioning, there are no measures proposed for the rest of the disposal of the ship. This is part of US history. It is hard to understand how iconic ships such as the United States and the Savannah end up being considered as candidates for the wrecker's yard. US has a very limited history – considering its age – and in a place where archeologists are obsessed with finding artifacts from the civil war, here we have a whole ship that is preservable for future generation. Since this is a historic landmark, the desire to decommission the nuclear plant of the ship may be appropriate and considered part of the restoration, thus attractive. However, the disposal plan leave Marad off the hook as to what future plans exist. Options ranging from full restoration to scrapping in a yard is simply too open, and few of the people I know would support that. Marad should be clear as to how it will dispose of the ship, prior to getting ot off its books. And we all know that plenty of funds are used in wasteful ways already, so this ship is a fraction of the overall budget, and let's be honest that the lack of interest in this ship is due to the lack of ability of private concerns to feed off the tax base. In conclusion, I would encourage a redrafting of the proposal with preservation of the vessel in mind, given the historic significance. Economically, this will return a lot of money to the Baltimore economy, in the form of tourism, just like the United States could have brought to Philadelphia had the disposal plans been effected upfront.As it is, the SS United States will be developed into hotel and lodging, and saved by private concerns after being essentially gutted of its key artifacts. Let's not allow this for the Savannah. My Father was a WWII veteran – He did not invade Europe and save western democracy to watch a subsequent fleecing of America.</p>	non-substantive, no changes to PA required, e-mail response only

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12	RP Curt	I understand that MARAD is seeking comment on the future of N/S Savannah. In my opinion it should be used for an artificial reef in a location that would be of use and value to commercial and recreational fishing and divers. It would probably not be a popular tourist attraction and be expensive to be maintained as such.	non-substantive, no changes to PA required, e-mail response only
13	Ryan Kinney	Thank you for your service in preserving the NS Savannah. I believe the NS Savannah represents an import part of American nuclear and maritime history and should be preserved as a museum ship for future generations. Please take my statement as a comment in reference to the draft programmatic agreement on the options to decommission the NS Savannah.	non-substantive, no changes to PA required, e-mail response only
14	Valerie Weiss	Thank you for the opportunity to comment on this subject. I am in strong opposition of scuttling this ship, or any others in the ocean environment. The US Navy has a long history of scuttling decommissioned Navy ships for ease of disposition. This is done off both our Pacific and Atlantic coasts. It is done in the middle of the Pacific with each RIMPAC exercise as well as the Navy currently using Hawaiian waters for other Navy ship scuttling. This must stop. Despite the claims of artificial reefing and coast line stability, scuttling is the Navy taking the easy way out instead of properly scrapping the ships. The continual and purposeful sinking of ships into the ocean is adding junk to the marine environment. These ships are not natural and they do not belong in our oceans. This has been going on far too long and it must be discontinued starting now. It sometimes seems that humans, in taking the easiest way out, are able to convince ourselves that it is for the best. Trashing our ocean is never for the best.	non-substantive, no changes to PA required, e-mail response only
15	Paul R. Monasky USN (ret) 1998	I have sailed on Uncle Sams ships from 1976 until 2019. The Savannah was launched in 1959?!?!? Nothing, I repeat NOTHING I have sailed on has lasted that long in salt water. Remove the reactor core, scrap the hull and move on. I invite you to look at recent photos of the USNS Amelia Earhart. You'll become a believer that American taxpayers money can be better spent elsewhere.	non-substantive, no changes to PA required, e-mail response only

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16	Dr. William E. Lynch, PsyD	<p>I am writing with regard to the decommissioning and disposition of the Nuclear Ship (NS) Savannah. I am currently 65 years old, but my memories of the NS Savannah go back to some of my earliest years. My father was an avid follower of the NS Savannah from its launching until the year that he died. We lived in a rural area west of Philadelphia, PA, and each time the NS Savannah would travel to port in Philadelphia, my father would take us all to the riverfront to watch the ship pass by on the Delaware River. My father would remind us to "watch for the ship with the red stripe!" At the time, I didn't understand my father's obsession with the ship, but as I grew older, I came to understand its significance. As discussions are held regarding the disposition of the NS Savannah, I would like to see it preserved so that future generations can tour the ship and come to understand its importance in history as I have learned. The NS Savannah can be preserved as a museum with space designated for conferences and classrooms. Perhaps the staterooms can be used as hotel rooms for conference guests, and the kitchen could be used once again to provide food service. The NS <i>Savannah</i> was listed on the <i>National Register of Historic Places</i> on November 14, 1982, and she was designated a <i>National Historic Landmark</i> on July 17, 1991. The NS <i>Savannah</i> is one of the most visible and intact examples of the <i>Atoms for Peace</i> program, and was actually designated as a National Historic Landmark prior to the fifty-year age requirement because of her exceptional national significance. It would be a shame, and an serious mistake, if the NS Savannah is not preserved. I would hope that all of this is considered as the decommissioning and disposition process moves forward. Thank you for your time!</p>	non-substantive, no changes to PA required, e-mail response only

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17	Jim Spoor	<p>Please allow me to start by saying that this email is solely my personal opinion. I represent no agency, organization, or entity other than myself. As a former Merchant Mariner I am deeply interested in preserving our maritime history. And although I don't believe that any of these ideas are truly original here are a few thoughts and encouragements on the topic. 1. It is imperative that the NS Savannah remains INTACT and is NOT SCRAPPED! 2. While I feel that her best home would be with one of the active USMM museum ships (John W. Brown, Jeremiah O'Brien, or American Victory) I also understand the massive commitment that would take from these organizations. I would judge it unlikely. 3. Baltimore has been her home for several years now. She could remain there as a wonderful addition to the Inner Harbor or the larger port in general. Again, while I think that you might find officials friendly to this idea; the realities of finance and logistics may be too much. 4. One of my first thoughts on this was adding the NS Savannah's unique history to that of Patriot's Point. However, this has proved unsatisfactory in the past and I am doubtful that they would be interested again. 5. As an alum of SUNY Maritime College I think that having the NS Savannah pier-side to allow cadets to experience not only the USMM heritage but also support our outstanding Engineering cadets with the rare privilege of experiencing one of the rare commercial nuclear (although deactivated) vessel. I believe that while any of the State Maritime Academies would provide a fine home, SUNY and Mass probably have the strongest nuclear options at the moment. 6. Which leads me to what I believe is ultimately the most likely and desirable outcome. Bring the newly renovated museum ship NS Savannah to her new permanent berth at the United States Merchant Marine Academy in King's Point, NY. This would provide all of the same advantages to the Corps of Cadets and the campus as a whole as having her berthed at a State Academy with the added bonus of raising the public's awareness of the United States' Fourth Arm of Defense and her least known U.S. Service Academy. And although I don't know, I must believe that this would also greatly simplify the logistics and finances, both current and looking into the future. 7. Finally while I agree that this</p>	non-substantive, no changes to PA required, e-mail response only
18	James R. Moody	<p>I am writing in regards to the preservation of the vessel NS Savannah. This vessel represents a unique piece of American history. I'm pleased to have had the opportunity to visit the ship here in Baltimore and am encouraged by how well she has been preserved, given her age. Preserving pieces of history like the Savannah is vital to creating a better understanding of the progress the nation has made through the years. I stand in support of preserving the Savannah for future generations to appreciate her significance and to admire her design and engineering.</p>	non-substantive, no changes to PA required, e-mail response only

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19	David K Martin	Almost all of the current museum ships are warships, recognizing the heroes that kept us free but also glorifying the worst aspects of humanity, war. The Savannah is a monument to progress, not war, and it shows the peaceful use of the same atoms that killed so many during war and even now power our mightiest weapons of war. There are important lessons to be learned by future generations about the value of nuclear power, not its evil side, and Savannah can play an important part of this education, but only if she is preserved and used as an education and conference center. It will be money well spent, unlike the \$1 she will garner when she will be sold to the ship breakers in Brownsville, just like all the other government ships lately. P.S. I watch Savannah built and launched from NY Ship in Camden. She was the prettiest ship then, and could be again.	non-substantive, no changes to PA required, e-mail response only
20	David Lee Mohre, Jr.	I am an industrial educator, currently as an instructor at the Barakah Nuclear Power Plant, in Abu Dhabi, UAE. Having visited and toured the Savannah, it is my belief that subsequent to decommissioning activities, the Savannah should retained for science, business, and engineering educational purposes.	non-substantive, no changes to PA required, e-mail response only
21	Robert Stegall	Let's let the fishes have it since people have destroyed the sea environment!	non-substantive, no changes to PA required, e-mail response only
22	Kathryn Eberhart	Please preserve a part of history for our children! My 13yr old is obsessed with history. Please help keep it alive for our next generation!	non-substantive, no changes to PA required, e-mail response only
23	Charles Fisher	I have taken the opportunity to review the Programmatic Agreement (PA) recently drafted and published for public comment. The agreement provides a pathway to eventual use of the N.S. Savannah as a museum ship, open to public educational uses. I strongly support the PA, and the pathway it defines. In particular, I have the following comments. 1. I support the exemption of the N.S. Savannah from MARAD's stated practice prohibiting donation of vessels constructed prior to 1985. 2. Given the unique historical significance of this vessel, I strongly support the disposition alternatives which would enable public access to the N.S. Savannah as a museum ship. I consider the alternative of domestic dismantlement as the least desirable alternative. 3. I look forward to the future release of the RFI/NOA intended to determine interest in preservation of the ship. Thank you for the opportunity to comment.	substantive; no change to PA necessary, e-mail response only.
24	James Ayers	Hi, I'd love to see NS Savannah preserved as a mesuem ship. I believe in the future she could show and represent a great history of 1: nuclear power and its shipboard use and 2: Perhaps history of the previous Era of ocean liners/ cargo vessels.	non-substantive, no changes to PA required, e-mail response only

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25	Michael C, Moan	Dear Erhard, trust all is well with you and your staff. Thank you for all you and your office have done for the care of our ship. Thank you for the opportunity to comment on the PA. PROGRAMMATIC AGREEMENT I am pleased that MARAD's guiding principle in preparation of the PA and its goal remains the preservation of the NSS as the preferred outcome of the DECON-LT process after license termination. The PA is well constructed and protects this national historic landmark to the best extant possible. SAVANNAH PEER REVIEW GROUP Will the Peer Review Group's meeting and records be available to the public? Thank you again for the opportunity to review the PA. We hope to visit the NSS again in the future.	non-substantive, no changes to PA required, e-mail response only
26	Kyle F. McGrogan	I would like it to be recorded that I have voted to see the Maritime Administration of the Department of Transportation at the Federal level, continue to work towards the final preservation of the Nuclear merchant Ship, NSS Savannah, presently in display status at Baltimore Maryland. Whatever continued work needs to be done to decontaminate or seal the reactor and heat exchanger spaces should be done, in order that the vessel can serve as a Memorial to the designers, workers who built her, and the merchant mariners who operated her in her early career as a United States Atomic Commission maritime ambassador vessel. She is an excellent educational tool that looks at our early atomic age, and how we thought that we were going to peacefully use the power of the Atom. Given her generally good maintenance, provision should be made for her to be revisited by members of the Marad and Atomic Energy agencies to see that she is being kept up in a good mechanical and physical condition through maintenance, to allow her to continue as a Museum Ship in Baltimore, MD. Thank you for your time and most kind consideration.	non-substantive, no changes to PA required, e-mail response only
27	Bruce Muntz	My comment on the draft PA. I have been following the Savannah since the 60's, was part of the de-fueling of the reactor in 1971. Also on the Board of Directors of NSSA from 2009 - 2016. I am looking forward to the NS Savannah future (being preserved) as a museum ship and conference center.	non-substantive, no changes to PA required, e-mail response only
28	John Cheek Nuclear Electricians	As a past U.S. Navy nuclear operator and current engineer working on future naval nuclear vessels, I'd like to express my enthusiasm for continued support of the NS Savannah. I toured the ship a few years ago in Baltimore and was greatly impressed with her and her upkeep. I understand how difficult it is to maintain a vessel like Savannah but she deserves to be shared with many more people! She is a beautiful ship and could provide a great space for weddings, meetings, etc, in addition to being a fantastic museum of 1950's era technology and design and the promise of nuclear energy.	non-substantive, no changes to PA required, e-mail response only

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29	Brian Delamater	We need to save the historic NS Savannah as a museum ship/ education center. The opportunity to educate our future and what we can accomplish rests with this unique, one of a kind ship. NS Savannah needs to be preserved for future generations.	non-substantive, no changes to PA required, e-mail response only
30	Dr. Phil Decker Professor, Health	This is just my plea to save the Savannah. I cannot imagine the first nuclear freighter not be preserved in some way. I took the attached pic from a cruise ship last month. If possible if would be interesting to see an older clipper, the John W Brown and Savannah at the same pier for future generations to view. Maybe in some way to promote merchant marine careers. Thanks for your efforts,	non-substantive, no changes to PA required, e-mail response only
31	lightningfl9	I hear you are seeking public comment on the disposition of N.S. Savannah. I believe she should be preserved. I realize this is a difficult thing, But please do not let her share the same fate as her namesake. She is a significant reminder of what the United States and her merchant marine was, could be and should be. A shining example of Peace through understanding, to borrow a phrase from that era.	non-substantive, no changes to PA required, e-mail response only
32	Michael T. Monahan, PE Naval A	I don't want to get long winded and waste your time; I would like to see the vessel preserved as museum at appropriate city, such as New York. The Savannah was the crown jewel of the Atoms for Peace Program which was the initial focus for all peaceful uses of nuclear materials. Preservation of the vessel should focus that program as well as the iconic styling which best represents the aspirations of that era. I served as an engine cadet on the Savannah when the news came to the vessel's crew while alongside in Hoboken, NJ in July 1970 that the vessel was to be removed from service immediately — we were to complete the last discharges of cargo and make the voyage to Todd Galveston for lay up. A well positioned museum in NYC would be the most effective way to display the story of the "atomic era".	non-substantive, no changes to PA required, e-mail response only
33	Arthur Cole Huntsville	I would like to add my voice to those asking for the preservation and adaptive reuse of the NS Savannah. Savannah is an irreplaceable icon of American history and ingenuity. After completing her mission, meeting and surpassing all stated goals, she has been sitting idle all these years. It is now time to start Savannah on the way to her next career. Ample opportunity should be given to all interested parties to have a chance to put Savannah to work in their field, whether that be educational, hospitality, recreational, or multi-use.	non-substantive, no changes to PA required, e-mail response only
34	Den Leventhal USMMA, Kings Po	The launching of the NS Savannah into maritime history came at the height of America's commercial transportation power, i.e., the age of steam. However, today, with a declining merchant marine and a nation that is bordered on three (3) oceans, our capabilities for military supply delivery (under our own flag) are sorely limited. America needs to be educated on the continuing need for sea power, and transforming the NS Savannah into a well crafted historical museum would create a striking attraction for Americans to visit and become educated on the historical and future realities of that need. To my limited extent, I fully encourage and support the preservation of the NS Savannah, continuing its present berthing in the Port of Baltimore.	non-substantive, no changes to PA required, e-mail response only

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35	Andy Nixon	The Savannah needs to be saved and used as a museum. Not sure baltimore is the best place but it needs to be saved. Here to help	non-substantive, no changes to PA required, e-mail response only
36	Michael P. McCarthy	I am writing to encourage that this historic vessel be turned into a museum tourist attraction for the public. It is designated a National Historic Landmark. There is work being done to utilize nuclear power in commercial shipping. Many advancement's have been made. I hope that MARAD will work to preserve the NS Savannah, the first nuclear-powered merchant ship.	non-substantive, no changes to PA required, e-mail response only
37	David W. Wooddell	Out of the water is the best way, and not encased in anything (encasing the hull will promote rust). As a unique first of a kind nuke powered ship, maybe the Dept of Energy should help with preservation and maintenance expense. You might have to tow the vessel to the location at the shore where it will be displayed, then built a one use marine railway to pull it onto shore. Best of luck, David W. Wooddell (author of The Inspection Tugboats Baltimore 1857-1980 (Winner of the Brewington Award)	non-substantive, no changes to PA required, e-mail response only
38	Erick Hardison	I would love to see the NS Savannah turned into a museum somewhere. Too much history and too nice to scrap or sink!	non-substantive, no changes to PA required, e-mail response only

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39	Mike Wicklein	<p>This is in response to MARADs request for public comments on the fate of the NS Savannah. Over the past 10-15 years I've had the privilege of spending time on and leaning a lot about the NS Savannah. I first learned about Savannah through my work with Helen Bentley when we were producing a DVD about her TV series "The Port that Built a City". Savannah visiting Baltimore in 1962 and the ships Atoms for Peace history was one of the stories Helen produced that we used in the DVD. Over the years I visited the ship during National Maritime Day and eventually documented parts of the ship for different purposes, including school visits, student internships, a virtual tour for the American Nuclear Society and the removal of the reactor. This ship is a very unique piece of America's maritime and atomic history and is a virtual 1960's floating time capsule. There is non other like it. The possibility that scrapping or reefing this vessel is the "best" option just feels un-American. Many people talk about erasing history in regards to moving or melting down bronze and marble monuments. This ship is no image or symbol of history, it is history. It's like Ft. McHenry, the Enola Gay or Antietam. Those places and that plane are preserved and interpreted for the public for very good reasons. The NS Savannah is one of the most obvious and compelling ways to illustrate and teach about President Eisenhower's Atoms for Peace program during the Cold War period. Beyond that it's a well preserved piece of 1960's technology and style. Over the years I've also documented the Historic Ships collection in Baltimore, Pride of Baltimore II and the Liberty Ship SS John W Brown. They are all featured tourist attractions, good will ambassadors and educational/training resources. None of this is inexpensive. The ships all require maintenance along with volunteer and professional paid staff. I believe that an appropriate public/private partnership can be established to preserve, display and operate the NS Savannah as a museum, event center and possibly used as a speciality hotel or for overnight experiences. NS Savannah would be a logical and wonderful permanent addition to the historic fleet here in Baltimore.</p>	<p>non-substantive, no changes to PA required, e-mail response only</p>

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40	Corey Ruth	<p>I am writing in comment to the Programmatic Agreement drafted about the future of the NS Savannah. I believe that this ship is of vital importance and should be preserved as a museum ship for the benefit of current and future generations. The Savannah is a unique vessel with historic importance as the first nuclear-powered merchant ship in the world. During her service life, Savannah played a vital diplomatic role in showing peaceful usage of nuclear energy. I believe this role continues to this day, as visitors can see the peaceful possibilities of this non-carbon-emitting power source. And beyond the historic and diplomatic importance of the Savannah, the ship is also important from a design perspective. This is true both of the general design of the ship, being a unique combination of cargo ship and passenger vessel, but also of the interior elements and decor. The Savannah has a beautiful interior that is a showcase of 60s modernist design. I believe that NS Savannah should be maintained and showcased to visitors. I am sure that locals and out-of-town visitors alike would be delighted to see what Savannah has to teach them. As a recent first-time operator of the onboard ham radio station for a special event, I know I was certainly impressed!</p>	<p>non-substantive, no changes to PA required, e-mail response only</p>

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41	Larry Kenworthy	<p>I have the following comments on the subject Programmatic Agreement: 1. Recommend the inclusion as a preamble or a separate attachment a listing defining the various acronyms used throughout, such as MARAD, NRC, NHPA, NHL, NRHP, NHPA, APE, CFR, MDSHPO, etc. 2. Capitalize Undertaking throughout. 3 Define the composition of the Peer Review Group. It is recommended that the Nuclear Ship Savannah Association be included. 4. A nuclear power plant is commonly understood to consist, generally, of the nuclear steam supply system (NSSS) and the power conversion system. The lead paragraph of Stipulation III refers to the decontamination, dismantlement, and disposal of the nuclear propulsion plant. This should be restricted to the NSSS. The Undertaking should make every effort to preserve the propulsion plant including the visitors' gallery, engine room, and control room. 5. Because of the similarity of acronyms, it is recommended that NSS be replaced by NS Savannah throughout. 6. The decommissioning objective stated in the lead paragraph of Stipulation III restricts options that minimize harm to the NS Savannah. As such, the disposition alternatives 4. and 5. listed in Stipulation IV are inconsistent with that objective. 7. It is recommended that the Programmatic Agreement include a detailed listing of the spaces and components that will be preserved with the view of maintaining public interest in the NS Savannah. As a minimum, these should include spaces for passenger accommodation, dining, and entertainment and their supporting infrastructure, crew spaces, ships store, Captain's cabin, Chief Engineer's cabin, bridge and pilot house, radio room, main galley, accessible deck spaces, C deck and above, deck fittings, capstans, winches, booms, anchor windlass, anchors, reactor containment, visitors' gallery, engine room, control room 8. Please include a Concurring Party Signature Page for the Nuclear Ship Savannah Association. 9. By analogy to the decommissioning of land-based nuclear plants, where the aim is "green field status" allowing unrestricted public access, it is recommended that the Programmatic Agreement be structured with the aim of unrestricted public access to the NS Savannah post-</p>	<p>Substantive: We use the typical format of spelling out the term the first time, then abbreviating thereafter, no change necessary. 2. Will capitalize in following locations: a) the last Whereas clause on p2 b) in the NOW THEREFORE clause. c) concurring parties whereas clause, p3, d) XI. Termination, second paragraph, e) XV. Execution. 3. NSSA will be a member if (when) it signs as a concurring party. We intentionally left the composition generic so that the PA didn't become arbitrarily limiting on the composition. 4. Technically correct. However, I don't see the word "propulsion" in the lead paragraph of Stipulation III. I see the term "nuclear power plant", which we've used consistently throughout. I think Larry meant to say "power" vice "propulsion", and is suggesting that we replace "nuclear power plant" wherever it appears with "nuclear steam supply system." At this point in the consultation, I don't see any real value in that change. Although technically correct, the parties do understand the actual scope of the project work, and the truly governing document for that scope is the LTP. Regarding preserving the spaces that are associated with the "power conversion system"; i.e., the engine room - the scope of the decommissioning project does not affect the spaces listed. 5. If we don't use "nuclear steam supply system" (NSSS), this comment is moot. 6. I'm not seeing the language structure that leads to this conclusion. 7. Since the disposition of the ship is not yet known and may or</p>

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42	Steven Mirsky, PE	<p>My first awareness of the NS Savannah was in the 1960s as a teenager when I became enamored with nuclear energy and vowed to make that my lifetime career. At that time, I sent away and received a packet of booklets from the AEC one of which was on nuclear powered ships. The concept and execution of the engineering design, construction, and operation of the Savannah is a shining example of American innovation and leadership for "atoms for peace" as expressed by President Eisenhower's famous speech. I have had the honor and opportunity to tour, lead tours, and help in creating a video with you of the Savannah over the last few years. Each interaction brings to light new insights on how this nuclear-powered passenger cargo ship has become a true icon in nuclear history. Visitors are always amazed and impressed by her beautiful design and the unique benefits of nuclear power. Savannah has been and can continue to serve as an ambassador for all the good that nuclear energy provides our civilization. I see the Savannah as an example as how future shipping can be powered by small modular reactors or microreactors, which are now being touted as part of our future for decarbonization. The safety record of the Savannah is another vital historic fact that will impress the public. Although videos, models, and documents are useful information sources, the real-life NS Savannah has a much greater impact on public understanding and perception of this peaceful application of nuclear power. Moreover, the one-of-a-kind time capsule 1960s nature of all the interior cabins and public rooms of the Savannah with the added dimension of the atom, fission, and nuclear energy offer an extremely valuable and irreplaceable historic artifact that must be preserved. In summary, I fully and strongly support the preservation and maintenance of the NS Savannah after it has completed decommissioning as a museum and education center. If possible, it would be preferable to place it in Baltimore as there are already other historic ships there. The reasons for not breaking up the Savannah are delineated below: 1. Historically significant and irreplaceable peaceful nuclear powered passenger cargo ship icon 2. Unique hands-on education venue and tool for the public, educators, and the nuclear industry 3. Beautifully finished 1960s interior design</p>	<p>non-substantive, no changes to PA required, e-mail response only</p>
43	Anthony Miller	<p>I would like to see the NS Savannah used as a mobile museum display space for technical events. Perhaps showing how Nuclear, Diesel, Gas Turbine & Steam propulsion works especially for young people.</p>	<p>non-substantive, no changes to PA required, e-mail response only</p>

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44	Doug Holden	My vote goes for option 2 to preserve the Savannah "Preservation under bare Federal ownership with predominant private control and responsibility (e.g., a Public-Private Partnership [P3] arrangement to be determined or lease/charter)" In my opinion the Savannah is the best looking ship ever and should be preserved. It would be a shame for her to be destroyed or to become an artificial reef. Regarding other nuclear powered vessels with historic value the Lenin is now a museum ship as is the Nautilus. I would like to suggest a laser scan of the deck and interior should be carried out and be available on line. In the UK this was done when the Shipping floor was closed at the Science Museum in London. https://www.sciencemuseum.org.uk/what-was-on/shipping see this provided a virtual tour of what the floor looked like before it was closed. This type of technology is becoming more readily available and many real estate agents provide 360 degree virtual tours of properties on line. Off the 4 nuclear powered commercial vessels only the Sevmorput remains in service. Otto Hahn was reengined and converted into a container ship. Only her funnel remains. Mutsu was also reengined and became an ocean observation ship Mirai.	Substantive, no revisions necessary to the PA, but may consider laser scanning when mitigation methods are being developed with the consulting parties
45	Brooks Olphin	I'm emailing in regards to what I believe should happen to the Savannah, based on your request for public comments. I believe this is a unique ship due to it's history and as such it should live on. I'd like to see the ship maintain it's federally owned status, but be opened up as a museum for the "Atoms for Peace" program and host the next generation of scientists. The ship could be permanently moored and serve as a stationary museum or be re-engined and move about the country promoting science to all. As a nation, we have fallen behind on our push for science/technology and I think with this ship's history it could be leveraged to promote future science work but also as a historical ship.	non-substantive, no changes to PA required, e-mail response only
46	Ben Lyons	Regarding the Savannah- I just want to put in my comments and thought that absolutely, the ship needs to be preserved and open to the public. She is historically important and a tremendous example of American shipbuilding and ingenuity. The ship is unique and absolutely should be preserved. I'd love to see it part of a joint exhibit with the John Brown— get both ships a pier in Baltimore where they could form a historical park! I'm not sure what other comments you are looking for but absolutely... keen to keep Savannah preserved, intact and open whenever possible to the public.	non-substantive, no changes to PA required, e-mail response only
47	John W. Fuller	As a citizen who values maritime history I recommend the NS Savannah be preserved and not scrapped. Ideally it belongs in a maritime museum, or failing that, as a permanent exhibit on a Navy base. Its absolutely unique design and mission, that of moving a U.S. Navy ship by nuclear propulsion, is singular. Its unique history and experience with nuclear power argue for the Savannah to be kept whole. It should be placed on exhibit for the study and appreciation of all interested Americans.	non-substantive, no changes to PA required, e-mail response only

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48	Sally Cook	this email is in support of saving the beautiful ship, Savannah at Baltimore. We've seen this ship and can appreciate its history and support preservation of this historical ship. If it could be preserved as a hotel, that would be amazing; we also like the idea of a maritime STEM center for students! We hope there is a future for the Savannah!	non-substantive, no changes to PA required, e-mail response only
49	Capt. Joseph J Hartnett, National	I write to you in support of preserving and protecting the N/S Savannah. This historical vessel is a mainstay within the port of Baltimore and should be allowed to remain as reminder of U.S. maritime history. I have had the privilege of being aboard the vessel for several maritime day celebrations and always look forward to bringing visitors aboard. Most of the visitors with me have read about the vessel but have never had the opportunity to tour the vessel. They are very impressed with the vessel, and it is always a topic of conversation for months after their visit. The Council of American Master Mariners is in favor of preserving this vessel at all costs for future generations of U.S. mariners and citizens.	non-substantive, no changes to PA required, e-mail response only
50	Jeffrey Chapman, CHP, PE, Techn	Any reason why the Health Physics Society was not asked as a concurring party?	Substantive; Health & Physics Society sign as a concurring party
51	Kevin Davis	I've visited the savanna several times while it was in Baltimore and open to the public. I was fascinated by the history and the design of the vessel. I hope it can be preserved as a museum for others to experience this unique ship. It could really be a great event space and museum and a great addition to the Baltimore harbor or other city as an attraction. I hope it can be preserved for future generations to learn about the safe use of nuclear power as an alternative to carbon based fuels. Thank you for the consideration.	non-substantive, no changes to PA required, e-mail response only

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52	Ed Tupin	<p>Thank you for the opportunity to comment. Attached is a letter comment on the Programmatic Agreement for the N.S. Savannah. Thank you for the opportunity to comment on the Programmatic Agreement (PA) put forth by the Maritime Administration (MARAD) regarding the future of the N.S. Savannah. I wholeheartedly support efforts to preserve the N.S. Savannah vessel as a historical site, with the long-term goal of having it serve as a museum. The PA is well written to accomplish this goal. The N.S. Savannah was the “crown jewel” of the Atoms for Peace Program under the administration of President Dwight D. Eisenhower. As such, it embodied the attempt to expand the uses of nuclear energy to applications in civilian life. For this alone, it needs to be preserved as much as possible. In addition, the Savannah is a microcosm of high end passenger ship living and décor from the late 1950’s. I have been on board the N.S. Savannah many times, both as an individual and as part of invited groups. I have been trained to serve as a docent and guide aboard the ship. In particular, I was part of the Boy Scout Nuclear Science Merit Badge Workshops held on board the N.S. Savannah by the Baltimore-Washington Chapter of the Health Physics Society (BWCHPS). The visit to the Savannah is partial fulfillment of the requirements for the Nuclear Science Merit Badge. Because of the association of HPS with the N.S. Savannah and the technical expertise of HPS members, I recommend that the HPS be added as a concurring party along with the other organizations mentioned on page three of the PA. While removal of the nuclear steam generation system does reduce the historic value of the N.S. Savannah, I recognize the need to do so in order to properly decommission the nuclear reactor and have the Nuclear Regulatory Commission properly terminate the reactor license. I applaud MARAD for doing the necessary component removal in a manner that leaves as much of the ship intact as possible. In short, I support MARAD moving forward with the PA and the actions described within it.</p>	<p>Substantive: Health Physics Society will be added as concurring party and will be added to the WHEREAS clause.</p>
53	Craig Whitaker	<p>This historic ship should be preserved as a museum piece. Please do every thing in your power to protect this valuable US built historic treasure. Too many infamous ships have been scrapped!</p>	<p>non-substantive, no changes to PA required, e-mail response only</p>

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54	John Cardarelli	<p>We are pleased to provide our support for the N.S. Savannah Decommissioning and Disposition Programmatic Agreement. Please see the attached letter of support. If you have any questions, please feel free to contact me or Mr. Ed Tupin:</p> <p>Thank you for the opportunity to comment on the Programmatic Agreement (PA) for the NS Savannah. The Health Physics Society (HPS), a professional group dedicated to radiation safety, supports the concepts and plans described in the PA. Because the HPS and its members have a long association with the Savannah, the HPS respectfully requests to be added as a concurring party with the other organizations listed on page three of the PA. HPS history of association with the NS Savannah goes back to its operational days. Members of the HPS served as radiation safety staff during the mid-operation refueling of the Savannah and its final defueling. They are also part of the current final decommissioning efforts. The NS Savannah staff had agreed to make the NS Savannah available for a tour during the national Health Physics Society, (HPS) meeting which was to have been held July 2020. That meeting had to be canceled because of Covid-19. It has been rescheduled for the upcoming July 2023 meeting. From the HPS perspective, the operation of the NS Savannah represented a significant milestone in radiation safety, showing that a crew of civilian sailors could safely operate a ship with a nuclear reactor providing the steam for propulsion and auxiliary power while the remainder of the ship had conventional maritime machinery. The HPS strongly supports the goals of the PA, to remove only as much of the nuclear systems as necessary, to meet the radiation safety criteria for termination of the Nuclear Regulatory Commission license currently governing the ship. We support the efforts to complete the decommissioning in a manner that preserves the ship as a historic exhibit and exemplar of the potential of nuclear power to be operated safely in the challenging environment of the open ocean. We believe that the PA provides a path forward for this to happen. We encourage you in your efforts to insure that the NS Savannah remains as intact as possible following decommissioning and license termination. We would like to be part of the planning</p>	<p>Substantive; Health & Physics Society sign as a concurring party and will add them to the WHERAS clause.</p>

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55	Korressa Lee	<p>Attached is a letter of support from the Baltimore Washington Chapter of the Health Physics Society: The Executive Committee, in full agreement with our membership body, supports the plan of action(s) proposed in the Programmatic Agreement (PA) put forth by MARAD. We support the rationale of composing an interagency effort to preserve the N.S. Savannah vessel as a historical site. Over the years, the N.S. Savannah has served as a venue for community tours, Maritime Events, and Scientific Programs such as the Boy and Girl Scouts Nuclear Merit Badge certification. The BWCHPS hosted a technical meeting on the vessel. MARAD has made the Savannah available for a tour during the national Health Physics Society Annual Meeting in July 2023. Several members of BWCHPS served as docents and guides for public events aboard the ship. In attending these events, we've personally experienced the interest and demand by the public to visit a piece of history. The leadership at MARAD have been trusted executors of the operations of the ship. They have maintained a transparent reporting of the ship's decommissioning status and any other major issues. We believe in the prospect of the decommissioned vessel as a historical site and venue for scientific education. In addition to our support, we would like to fill a space on the proposed Savannah Peer Review Group. The members of the Baltimore-Washington Chapter Health Physics Society would like to thank MARAD for their service to the Baltimore community and surrounding areas. We look forward to supporting the future activities of MARAD at the N.S. Savannah.</p>	<p>Substantive; Health & Physics Society sign as a concurring party and will add them to the WHERAS clause.</p>