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DEPARTMENT OF TRANSPORTATION

UNITED STATES

MARITIME ADMINISTRATION

Q & A SESSION

NS SAVANNAH

April 19, 2005

Ft. Eustis, Virginia

1 MR. SIMMONS: Thank you and good morning.
2 For those of you I didn't meet yesterday, I'm Gene
3 Simmons, the current contracting officer assigned to
4 this little venture.

5 And today we have with us Mr. Nuns Jain,
6 who is the Director of the South Atlantic Region;
7 Ms. Iris Cooper, Office of Acquisition; she's
8 the Director of Office of Acquisitions; Mr. Glenn
9 Spears, who is the chief of acquisitions for the South
10 Atlantic Region; and Ms. Jan Rodriguez, from the
11 Office of Chief Counsel.

12 And up here the mighty team: Mr. Erhard
13 Koehler, Program Manager. And this is John Wiegand;
14 and your title is?

15 MR. KOEHLER: John is going to be the
16 Decommissioning Program Manager.

17 MR. SIMMONS: Decommissioning Program
18 Manager. A lot of you are familiar Mr. Jon Stouky.
19 He's with WPA -- WPI, who is currently doing the
20 characterization on the vessel.

21 Okay. We have a court reporter who is
22 taking notes -- minutes of this proceeding. As soon
23 as I get the transcript, which will be about ten days,

1 I will post it to the SAVANNAH web site. And for
2 those of you who don't know the web site, it's
3 voa.marad.dot.gov. Don't put www in front of it. It
4 won't get you there.

5 Okay. The way we're going to do this
6 is -- we received a lot of questions yesterday from
7 the walk-through. Erhard is going to answer those
8 questions first, address those questions first. After
9 that, we'll take questions from the floor.

10 MR. KOEHLER: We also have the other
11 written questions.

12 MR. SIMMONS: We also have written
13 questions today, so we'll do the written questions
14 that we got today and then we'll take questions from
15 the floor.

16 When you have a question from the floor,
17 I'd like you to get up, state your name and the
18 company you're from so we can get this all recorded.
19 I don't care if you ask one question or you ask ten
20 questions, each time you ask a question, I'm going to
21 need to have you state your name so we can have it on
22 record who asked what question and we make sure we get
23 an answer back to you directly if we don't answer it

1 today. And I think that's about it.

2 MR. WIEGAND: More cards if you have
3 questions.

4 MR. SIMMONS: If you have more questions
5 while you're sitting there, we have cards here and you
6 can write your questions down.

7 I think administratively that's all I
8 have.

9 MR. KOEHLER: All right. Well, thank
10 you, Gene.

11 As Gene mentioned, my name is Erhard
12 Koehler, and I am effective -- I've been the SAVANNAH
13 project manager since the retirement of my predecessor,
14 Joe Seelinger, who is hanging in the back over there.
15 Effective May 15, 2005 we're going to stand up a
16 new organization in the Office of Ship Operations
17 entitled the SAVANNAH Technical Staff, at which point
18 I'll assume the title Manager of NS SAVANNAH Programs.

19 And I'll just outline it a little bit.
20 It's a four-person dedicated staff to this project.
21 Myself, I'll be leading it. I also hold the title,
22 Senior Technical Advisor NS SAVANNAH, which is a title
23 that MARAD has used for the last 15 years or so to

1 represent the license holder. I'll retain that title.
2 In all of the different things that I do in this job,
3 I'll be responsible for all the licensing actions with
4 NRC, so all of that will flow through me.

5 We'll have two engineering COTRs on this
6 team. John, who was introduced earlier, is the
7 Decommissioning Program Manager and he'll be
8 overseeing the first of the RFPs that will be issued,
9 the first contract, which is the level of effort
10 contract for engineering support and management
11 oversight services; that's one of the two market
12 surveys that went out.

13 We'll have a second engineering COTR, a
14 nuclear engineer yet to be chosen, who will be the
15 COTR for the actual D & D contract, which will be
16 issued at a future date. And then a fourth member of
17 the staffer, Cindy Rollins-Bearor, who many of you
18 have met checking in yesterday and today, Cindy is
19 going to be working as the Documentation Manager.

20 While we're new to nuclear, you guys are
21 not, and we have an appreciation for the vast volumes
22 of documentation that will be required to successfully
23 complete this project. And Cindy is going to be

1 coordinating all of that and, I'm sure, do a very able
2 job.

3 So with that, I'm going to -- as Gene
4 said, we're going to respond to the questions. In
5 some cases there may not be an answer. (Humor intended
6 - This is a federal project; as you can manage, we
7 try not to answer questions as best as possible.)

8 There are -- I will say that from the
9 number of questions we received yesterday, as well as
10 the questions that were handed to us this morning,
11 there is a lot of duplication. There's quite a bit
12 of -- you know, you can phrase the same question many
13 different ways, and we got many different phrasing
14 variations of the same question. So if the answers
15 seem duplicative or the responses seem duplicative,
16 it's because the questions are essentially the same.

17 There are a number we'll request
18 clarification for. Not everybody had a name on the
19 card when they submitted it. The few questions we
20 have that we're going to ask clarifications for, I'll
21 have to ask you to fess up if you wrote the question
22 so that we can find out exactly what the intent was.

23 So welcome aboard. We're very hopeful

1 that decommissioning the SAVANNAH is actually the
2 start of its future life. Those of you that have read
3 the introduction on the VOA or have looked at MARAD's
4 budget documents that are publicly accessible know
5 that the intent when we're done with this is not to
6 scrap the ship, but rather to seek its future
7 preservation in a manner yet to be undetermined.
8 We'll be working on that concurrent with the
9 decommissioning plans because we want to see that be a
10 very logical progression from completing the
11 decommissioning to moving to the preservation.

12 Whether it happens or not is dependent in
13 large measure on the support both of the nuclear
14 industry and the maritime industry. And I know
15 there's a lot of support for this out there, and we'll
16 be looking for you guys in the future to support
17 whatever effort or whatever program we define.

18 So with that, I'm going to go into the
19 questions. There are quite a few here, and then --
20 again, the ones that were submitted today. Feel free
21 to get up and get some coffee, get a doughnut; it's a
22 little bit informal. If it gets too lengthy, we'll
23 take a break.

1 We do have two other people that are
2 showing up on a boat. In fact, the boat is out there
3 now, so they will get the transcript and hopefully
4 they won't miss too much.

5 The first question: Does MARAD have any
6 concerns about removing superstructure or interior
7 structure walls, bulkheads, et cetera?

8 The answer: Removals of structure and
9 other interferences are permissible in accordance with
10 good marine practice. Those of you who are not in the
11 marine industry but are in the nuclear industry, on
12 this project you will become intimately familiar with
13 good marine practice.

14 Question: Is there any desired end
15 condition?

16 Answer: Yes. Free release and
17 termination of the NRC license.

18 Question: Please provide list of
19 attendees.

20 Answer: The list will be posted on VOA.

21 Question: What characterization is
22 planned prior to bid?

23 Answer: The current scope, the current

1 characterization contract. The report will be
2 provided. I assume that means on the web site.

3 MR. SIMMONS: (Nodding head.)

4 MR. KOEHLER: By "provided," we mean that
5 it will be posted on the VOA web site.

6 Question: Has the SAVANNAH undergone a
7 comprehensive environmental and radiological
8 assessment that included hazardous material sampling
9 from sumps, oil reservoirs, coatings, et cetera?

10 Answer: No. Sampling has been directed
11 towards radiological spaces. Non nuclear components,
12 equipment, et cetera, are not included in the
13 decommissioning.

14 I'll clarify a little bit since the
15 intent is, of course, to preserve the ship in the
16 future and not to immediately scrap it, we have not
17 focused on areas outside the radiological spaces. We
18 assume that this question is referring to equipment
19 such as diesel engines in the engine room and so forth
20 where we have not sampled because there's no intent to
21 remove those components at this time.

22 Question: What dry dock facility will be
23 used?

1 Answer: To be determined.

2 The publicly available information
3 indicates that we'll be dry docking the ship in fiscal
4 2006. MARAD contracts with these type of services on
5 a commercial basis. We have not issued a solicitation
6 for dry docking yet. There is also a duplicate of
7 this question a little later on.

8 Question: SAVANNAH inventory is at Kings
9 Point, New York, National Maritime Research Center.
10 There was no question mark.

11 But answer: Yes. Materials may be
12 researched on site. We'll offer a caveat. Dr. George
13 Billy, who is the chief librarian of the USMMA
14 library, is very possessive of the SAVANNAH collection
15 in his basement. You may look at it, you may touch
16 it, you may not remove it. You are welcome to go down
17 there and look at it as much as you'd like. We are
18 going to make -- we're going to work with the library
19 to make provisions for local reproduction of materials
20 that are on site at Kings Point.

21 Question: What is the highest RAD level
22 inside the CV, containment vessel, and what is it?

23 Answer: Containment vessel sampling is

1 included in the current characterization survey.

2 Results will be included in the final survey report.

3 Question: Where is the dry dock used for
4 ten-year service inspection? Is it available for use?

5 Answer: MARAD contracts for dry docking
6 and other services from commercial sources. The dry
7 dock contractor in 1994 was Baltimore Marine
8 Industries, Sparrows Point, Maryland. That company is
9 no longer performing ship repairs. Short answer, no,
10 that dry dock is not available.

11 Question: Did the charging system leak
12 into a bilge or collection system?

13 Answer: Yes, into a collection system.

14 Question: Did the core have a check
15 source, start-up source? If yes, what happened to it?

16 Answer: Yes. It was disposed at some
17 undetermined previous date.

18 Question: Has any radiological sampling
19 been performed inside accessible points of the primary
20 system?

21 Answer: Yes. Primary system sampling is
22 included in the current characterization survey.

23 Results will be included in the final survey report.

1 Have you know, Cindy spent a fair amount
2 of time typing up all these index cards yesterday and
3 then interpreting my chicken scratch.

4 Question: Has any radiological sampling
5 been performed on the secondary side of steam
6 generators, condensers, et cetera?

7 Answer: Yes. Secondary system sampling
8 is included in the current characterization survey.
9 Results will be included in the final survey report.

10 Question: Has core sampling been
11 performed in areas adjacent to the core to assess the
12 extent of activation?

13 Answer:. No. There has been
14 no destructive testing performed on the reactor
15 pressure vessel. [Subsequent to the question and
16 answer session, MARAD determined to take samples from
17 the reactor pressure vessel and internal flow control
18 baffles by means of destructive sampling. Results
19 from these tests will be included in the final
20 characterization survey report.]

21 If you think that our answer doesn't
22 quite reflect the question, feel free to then ask a
23 follow-up when we get to taking questions from the

1 floor.

2 Question: If characterization has been
3 performed, did the results quantify asbestos and other
4 hazardous materials?

5 Answer: Haz-Mat sampling in radiological
6 spaces was included. Results will be included on the
7 characterization survey report; however, no attempt
8 was made to estimate total quantities of materials.
9 Testing was only to confirm the presence of hazardous
10 materials.

11 Question: Recommend scanning and
12 converting drawings and manuals to PDF?

13 I'll repeat the question.

14 Question: Recommend scanning and
15 converting drawings and manuals to PDF?

16 Answer: This is already planned. CDs
17 will be provided to participants. The schedule is to
18 be determined. Selected drawings will be scanned and
19 posted on VOA.

20 As an aside, in the next month we are
21 going to commence a physical inventory of drawings and
22 tech manuals that are held onboard the ship. The
23 drawings that were out yesterday for the site survey

1 were a representative sample. When we get that
2 inventory built, that will also be posted on VOA.

3 Question: Will power ship maintenance
4 pier-side connections be provided by MARAD?

5 Answer: To be determined.

6 Question: Where was the CRO drive seal
7 leak-off collected?

8 Answer: It was reprocessed in the system
9 through the demineralizers.

10 Question: Have the equipment drain and
11 waste tanks been sampled?

12 Answer: All sampling will be described
13 in the characterization survey report; however, no
14 waste tanks with contents are believed onboard.

15 Question: There is or may be water in
16 the reactor vessel. That water needs to be removed or
17 concrete added. Do you have procedures for opening
18 the reactor vessel?

19 Answer: No. In its present state, it is
20 not practical to open the reactor vessel.

21 Question: Will MARAD allow temporary
22 access holes in the containment?

23 Answer: We will consider this when

1 appropriate.

2 Question: Was boric acid used in the
3 primary coolant?

4 Answer: No.

5 Question: Do you have any idea of
6 internal RCS contamination levels of -- parenthetical,
7 of any or all of the primary fluid systems?

8 Answer: All sampling will be described
9 in the characterization survey report.

10 Question: What are the general levels of
11 contamination? What are the max levels of
12 contamination? What are maximum levels of radiation?

13 Answer: All sampling will be described
14 in the characterization survey report.

15 Question: What services, dry dock
16 arrangements, et cetera, will be provided by MARAD
17 during decommissioning work?

18 Answer: To be determined. Current plans
19 envision dry docking in fiscal year 2006, not
20 concurrent with decommissioning. If seaworthiness,
21 dry docking can be considered.

22 Question: Have any samples for asbestos
23 or lead paint been done? Have any of the reactor

1 ventilation systems been opened and smeared?

2 Answer: Yes. All sampling will be
3 described in the characterization survey report.

4 Question: Can you provide the weight of
5 each major component?

6 Answer: Yes. It will be in the D & D
7 RFP spec and also on the VOA library when available.

8 Question: Is any of the ship crane
9 equipment functional?

10 Answer: No.

11 Question: Is waste and equipment
12 disposal in scope or is MARAD handling separately?

13 Answer: This will be defined in the
14 D & D RFP.

15 Question: What type of contract is
16 contemplated?

17 Answer: All.

18 Question: We are NQA-1 qualified, but
19 the QA plan has not been approved by the NRC. Is this
20 okay?

21 Answer: Yes, subject to audit and
22 approval by MARAD.

23 Question: Can you, please, provide more

1 detailed criteria on what is meant by an NRC-approved
2 quality assurance plan?

3 Answer: We expect contractors to have a
4 QA program that meets NRC regs 10 CFR 50 Appendix B.

5 Question: Would an NRC agreement state
6 radioactive materials license with reciprocity in
7 Virginia, South Carolina, Maryland, North Carolina,
8 et cetera, meet the NRC license requirement for
9 decommissioning?

10 Answer: Decommissioning activities will
11 be covered under MARAD's license.

12 A little clarification, NRC said no. The
13 agreement states -- an agreement state's member state
14 an agreement license would not cover this project.
15 This will be governed by NRC. The project manager is
16 Al Adams, in the research and test reactor section, and
17 he's not giving it up.

18 Question: Is the demineralizer discharge
19 piping contaminated? Was discharge below the
20 waterline?

21 Answer: For the purposes of this
22 decommissioning, all such piping is assumed to be
23 contaminated. Yes, discharge was below the waterline.

1 Question: Will access cuts be allowed
2 for removal of components; e.g., charging rooms,
3 et cetera?

4 Answer: Yes, subject to prior comments
5 as to good marine practice and prior review and
6 approval by MARAD.

7 Question: How many months or years until
8 the bid spec is issued?

9 Answer: The level-of-effort RFP will be
10 awarded in calendar year 2005. The D & D RFP will be
11 issued in late calendar year 2006.

12 Question: Will a scope of work be fully
13 defined in the RFP as to specific spaces which will
14 require decommissioning?

15 Answer: Yes.

16 Question: Is it MARAD's intent to remove
17 all equipment and piping, walkways, et cetera, inside
18 the containment vessel such that when finished the
19 space becomes one large void?

20 Answer: Yes.

21 Question: Who will be responsible for
22 arranging reactor and component disposal with approved
23 disposal sites, the decommissioning contractor, MARAD,

1 or both the D & D contractor and MARAD?

2 The answer: To be determined. Could be
3 any of these combinations. It will be specified in
4 the RFP.

5 Question: Can the bulkhead be breached
6 to access equipment? If so, are we required to
7 restore to original?

8 Answer: Yes and yes, in accordance with
9 good marine practice.

10 Question: Will all contaminated piping,
11 equipment, and drains be identified?

12 Answer: There is no intent to physically
13 mark equipment, piping, or components for disposal.
14 All such material will be identified on drawings and
15 references included in the D & D specifications.

16 Question: Is the steel containment
17 vessel activated by neutrons? If it is activated,
18 then one couldn't decon it. Wouldn't it have to be
19 removed?

20 Answer: Surveys are in progress, results
21 will be in the final characterization report. The
22 second half, the answer would be yes.

23 Question: Is shore power connection

1 usable? Have any electrical systems been isolated?

2 Answer: Yes, the shore power connection
3 is usable. And, yes, electrical systems have been
4 isolated; however, those systems are not immediately
5 known. MARAD will perform an electrical survey after
6 the ship is removed from the James River.

7 Question: What is the total volume of
8 water still in systems?

9 Answer: Approximately 1,100 gallons of
10 primary system water remains in the lower head of the
11 RPV. This water is below the lower nozzles and was
12 not drained in 1975. All other primary and secondary
13 system water was drained and removed in 1975.

14 Question: Is the electrical supply to
15 the containment vessel interior channeled through one
16 or two equipment trunks or does it enter all over?

17 And I apologize, this is the first of the
18 questions that we asked for a clarification, so if the
19 owner of the question would fess up.

20 MR. DULL: That's me. Tony Dull, MWH
21 Constructors. And the reason I asked the question is
22 just to make sure that I was clear on if we needed to
23 go cold in the dark, which I think is a desirable

1 condition to do the work, if it was just an easy to
2 disconnect any equipment trunk or if I had to worry
3 about all of these different penetrations. Really,
4 just fishing.

5 MR. KOEHLER: There are multiple
6 penetrations of the containment vessel. But on a ship
7 like SAVANNAH, most of those originate in a junction
8 box and it's -- while we have yet to investigate the
9 details, it may be likely that the electrical
10 connections could be terminated at a reasonably
11 accessible point and then from there removed.

12 MR. DULL: Okay.

13 MR. KOEHLER: Next question -- we have an
14 answer for the next question, but we'd also like some
15 clarification as to why the question was asked.

16 Question: What was the primary water
17 chemistry? The answer is, we will research and post
18 on VOA. But we're interested in what specifically the
19 questioner is looking for.

20 MR. MAHON: Just the general indication
21 of what -- what you might expect as far as
22 contamination on the inside of the RCS.

23 MR. STOUKY: We can provide that.

1 MR. KOEHLER: Yes. We got very good with
2 cut and paste last night.

3 A question with a clarification
4 requested. There is or may be water -- this was the
5 second half of the previous question.

6 There is or may be water in the reactor
7 vessel. That water needs to be removed or concrete
8 added.

9 Second half was, how is shielding
10 provided?

11 And we're looking for clarification on
12 that. And we have no takers for the question, and so
13 we'll just strike that one, I guess.

14 This was a question that we couldn't
15 quite understand or read. Paint chem structure,
16 question mark. I can imagine nobody would want to
17 fess up to that one.

18 Last of yesterday's question with
19 clarification requested: Has radionucleid inventory
20 been established; i.e., gamma spec?

21 MR. FILLINGAME: That was me. If you're
22 looking for -- the question was, is the
23 radionucleid -- is it going to be in the report? We

1 heard that already today. Have you established the
2 radionucleid in the gamma ray spectrometer what's in
3 the system?

4 MR. STOUKY: The question, if I
5 understand correctly, is have we done isotopes
6 specific?

7 MR. FILLINGAME: Yes. I heard the
8 comment that you have a gamma ray spectrometer
9 available. Is that gamma spec -- have you done the
10 gamma spec analysis and is the inventory available?

11 MR. STOUKY: It will be in the report.

12 MR. KOEHLER: It will be in the report.

13 MR. FILLINGAME: I knew that before we
14 got the question.

15 MR. STOUKY: But the answer is yes, it
16 will be in the report.

17 MR. KOEHLER: Would you guys like to take
18 a quick break before we go to the next set or are you
19 good to go?

20 MR. DULL: I'd like to get a
21 clarification on one thing, if you don't mind. The
22 first set of questions that you read were mine and
23 there was some kind of -- I think I asked a question

1 about core sampling.

2 One of the things I was interested in
3 is some of the concrete that is -- if I remember
4 correctly, surrounds the containment vessel, and I
5 think there's concrete inside. I don't remember
6 specifically, but it was addressed more towards that
7 and activation of the concrete because it would strike
8 to the amount of waste that would have to be disposed.

9 MR. KOEHLER: The concrete is being
10 sampled. The results will be in the report. There is
11 no concrete inside the containment vessel. All of the
12 concrete is external to the containment vessel. I'll
13 leave it at that. I didn't want Gene to have to beat
14 me the first time.

15 (Humor intended- It's very tempting to say
16 more, but, again, as I explained at the beginning, this
17 is a government project and we try to keep you guys in
18 the dark as much as possible.)

19 Okay. Going on to the questions that
20 were handed to us this morning.

21 And if you don't mind, we may need to
22 confer to come up with an answer as we go through
23 this.

1 Question: Bonding requirements, yes?

2 MR. SIMMONS: To be determined.

3 Answer: MR. KOEHLER: To be determined.

4 Question: Where can the detailed budget
5 for the D & D work be found, or will MARAD provide
6 this information?

7 Answer: MARAD's budget requests for
8 fiscal '06 are available through our public documents
9 and may be researched through the Library of Congress.
10 MARAD's appropriations for fiscal 2004 and 2005 are
11 also public documents and are generally accessible
12 through web searches.

13 Question: If a contractor bids sending
14 the RPV to Envirocare and it has to go to Barnwell,
15 will the contractor be accountable for the increase in
16 cost?

17 Answer: To be determined.

18 Okay. Question: Will ancillary piping
19 and systems in the vicinity of the reactor area be
20 verified empty prior to ship turnover?

21 Answer: I'm going to address this in two
22 ways. The first is the easier way. There will be no
23 ship turnover, per se. The vessel is owned by the

1 Maritime Administration and will remain under the
2 custody and care of the Maritime Administration through
3 the decommissioning project.

4 As to verifying whether or not the
5 systems are empty, to be determined.

6 Question: Is there a defined release
7 criterion already established for the ship?

8 MR. STOUKY: The answer is no.

9 Answer: MR. KOEHLER: Technically, no.
10 The desire is, of course, to free release the ship and
11 terminate the license.

12 All right. There are -- I think these
13 are from Master-Lee and there are a series of about 17
14 questions on three cards.

15 Question number one: Location of ship
16 for decommissioning?

17 Answer: To be determined.

18 Number two: One shift operation?

19 Answer: To be determined.

20 Number three: Will we receive as-built
21 drawings?

22 Answer: Yes.

23 Number four: Who will do RAD monitoring?

1 Answer: To be determined.

2 Number five: Who will supply RAD
3 instruments and be responsible for calibration?

4 Answer: To be determined.

5 Number six: What is the preferred type
6 of bid?

7 MR. WIEGAND: No preferred type.

8 MR. KOEHLER: Answer: There is no
9 preferred type of bid. The form of the contract will
10 be apparent in the RFP.

11 Number seven: Will there be a final NRC
12 inspection? And who will be responsible for cost?

13 Answer: Yes. And MARAD.

14 Eight: Who will supply all rigging
15 materials and engineering?

16 Answer: To be determined.

17 Nine: Will any decking need to be cut
18 open? And who will replace removed pieces?

19 MR. WIEGAND: That's your access question
20 again.

21 MR. KOEHLER: I think I'd like to take an
22 opportunity to pontificate because we get this
23 question a lot.

1 Answer: The ship was designed and
2 constructed with numerous access points. The ship was
3 constructed first and all the reactor components and
4 the nuclear systems were installed after the ship was
5 built through access points provided for that purpose.

6 I like to say, as a marine project, this
7 is actually fairly simple. We open the forward hatch,
8 we remove the cubula (phonetic) top; everything that's
9 in the containment went in through that hatch and
10 everything should be able to come out of that hatch.

11 Similarly, there's an access hatch for
12 the secondary containment forward of the main reactor
13 compartment hatch. We see a lot of questions about
14 cutting accesses through the ship.

15 Jon Stouky was a little amazed the other
16 day when I made a comment that it would be much easier,
17 for example, to remove the buffer seal charge pumps by
18 cutting the side shell on the dry dock and removing
19 them out the side than rigging them through the door
20 that he swears they were designed to go through.

21 In the long run, when it comes time to
22 doing this project, we would hope that the existing
23 accesses, the existing permanent means of access to

1 all of this equipment will be used to the maximum
2 extent practicable. In any marine job, if there's an
3 assessment to cut accesses, it's done and those
4 accesss are then restored. Presumably that will be
5 the responsibility of the primary D & D contractor,
6 but will be subject to the approval of the MARAD COTR
7 before it's accomplished.

8 I hope that gives everybody a good idea
9 of what we expect. You're at liberty to propose
10 processes to get the work done, but there's an
11 expectation that this ship is built with a lot of
12 access already in it, and you should make the maximum
13 use of it that you can.

14 Question: What will be the required
15 conditions for finalization of our work; is that
16 correct? Can you explain that a little bit more?

17 MR. BRIGGS: It was answered earlier, but
18 I heard open space, free release license gone --

19 Answer: MR. KOEHLER: When we do develop
20 the end state, the intent is that the ship would be
21 publicly accessible. We don't intend to use the
22 resident farmer model. We don't think that's going to
23 happen, but we do want the ship free and clear for

1 public access in all the spaces.

2 Question: Will the exterior of the ship
3 require cleaning and recoating?

4 Answer: By the time you get it, it will
5 be done.

6 Twelve: What kind of payment schedule
7 can we expect?

8 Answer: (Humor intended- The worst
9 possible.) To be determined.

10 Thirteen: Are there any special
11 permitting requirements required by the state EPA or
12 NRC?

13 Answer: Whatever is applicable to a
14 project of this nature by state and local EPA, NRC
15 will be expected to be -- expect the worse. NRC loves
16 this ship. It's a one-of-a-kind thing. They are
17 going to be all over it.

18 Fourteen: Has Barnwell agreed to receive
19 such large components or will size reduction be
20 required?

21 MR. STOUKY: I don't know the answer.

22 MR. KOEHLER: We will research this and
23 let you know.

1 Fifteen: Who will be responsible for all
2 RAD records and reporting?

3 Answer: To be determined.

4 Sixteen: Can MARAD ask the Merchant
5 Marine Academy, Kings Point if they want to do any
6 intern work, and what would be the cost?

7 I'm a Fort Schulyer man. John is from
8 Maine. Will we indulge the United States Merchant
9 Marine Academy?

10 Yes, I will happily note that the
11 chairman of the engineering department at Kings Point
12 is also a Fort Skyler man, Jose Femenia. And Jose
13 Femenia and I have already had some discussions and
14 will be continuing our discussions as to how the
15 USMMA can participate.

16 Seventeen: Who will be responsible for
17 all cranes as required and waste containers?

18 Answer: To be determined.

19 Question: Can the D & D work be done in
20 a foreign country?

21 Answer: No.

22 Question: Is there a hazardous materials
23 characterization?

1 Answer: It will be in the final survey
2 report.

3 Question: Has an EA or EIS been
4 completed? If not, who will do this?

5 Answer: MARAD will submit a
6 decommissioning license amendment to NRC that will
7 include appropriate environmental analysis. Our
8 understanding is that the EIS will be done by NRC.

9 Question: What are the control rods made
10 from? Do they contain -- and I believe this is
11 cadmium or europium?

12 MR. STOUKY: Yeah, to be determined.

13 MR. KOEHLER: To be determined. We'll
14 research and provide.

15 Question: Are any of the components to
16 be deconned and returned to MARAD?

17 Answer: To be determined.

18 Question: Is there any activated
19 concrete in the bioshield or elsewhere?

20 Two-part answer: Not in the bioshield.
21 Elsewhere, to be determined and in the
22 characterization report.

23 Question: Is an attendance list for the

1 tours and QA sessions available?

2 Answer: It will be posted on VOA.

3 Question: Is the ship's stability
4 information available, complete, and accurate?

5 Answer: Yes, yes, and yes. We are in
6 house building a computerized trim and stability
7 module for the vessel. The existing T & S booklet is
8 circa 1969, which is accurate to the end state of the
9 vessel, but we are going ahead and building a
10 contemporary computer T & S booklet, and all the
11 stability information will be contained therein.

12 Question: Will MARAD provide the
13 10 CFR 61 characterization or will contractor be
14 responsible for this?

15 Answer: To be determined.

16 Question: If contractor is responsible,
17 will MARAD provide reactor operating history and
18 analysis of internal metal components?

19 Answer: Under a prior contract, WPI
20 researched the reactor operating history and did an
21 analysis of the internals. That document will be
22 publicly available. It will be on the VOA library.
23 It is available to any of the bidders in the future.

1 Question: Can the D & D work be done in
2 situ in the James River?

3 Answer: Yes, but, no, we won't. It's
4 kind of a joke. Again, I like to get off on a
5 tangent, but with a heavy-duty marine crane, you could
6 do it here, but it's not going to happen.

7 Question: Will contractors be required
8 to guarantee disposal of all RAD materials?

9 Answer: Maybe. To be determined. It
10 will be in the RFP.

11 Question: Will a performance bond be
12 required?

13 Answer: To be determined. It will be in
14 the RFP.

15 Question: Who will have responsibility
16 for the stability and seaworthiness of the ship during
17 D & D?

18 Answer: To be determined. Again, MARAD
19 will retain custody of the ship throughout the D & D
20 process. There will obviously be stability
21 calculations and considerations with every major
22 component lift.

23 When you pull the reactor pressure vessel

1 out, there's a stability impact to the ship. All of
2 that will be assessed and carefully monitored prior to
3 the lift and during the lift. Who will be ultimately
4 responsible is yet to be determined.

5 Question: Will the contractor be
6 responsible for disposal of all RCRA, R-C-R-A,
7 materials and mixed wastes?

8 Answer: To be determined.

9 Question: Is the water shielding tank
10 contaminated with -- and I assume this is chromium --
11 above RCRA limits?

12 MR. STOUKY: It will be in the survey
13 report.

14 MR. KOEHLER: It will be in the survey
15 report.

16 Question: Will workers be exposed to or
17 is there any black mold present on the ship?

18 Answer: We have not sampled the mold.
19 We won't deny that it's here. There is mildew as
20 well. We're going to be cleaning the ship once we
21 bring it out of James River and to a lay berth. By
22 the time we get to D & D, it should be much improved
23 than what it is here.

1 As we go through and sample the ship, we
2 will make sure that it is safe for any exposure that
3 is contemplated. At this point in time, it's
4 impossible to say if there's any black mold on here
5 with any certainty and whether or not anybody would be
6 exposed to it in a manner that would be harmful to
7 their health.

8 Question: Who will be responsible for
9 industrial hygiene and health and safety during the
10 D & D work?

11 Answer: Again, to be determined. That
12 will be in the RFP.

13 Question: What is the expected
14 procurement approach? Best value? Fixed price?
15 T & M cost?

16 Answer: It will be in the RFP. We're
17 considering any and all options.

18 Question: Is there expected to be a
19 prequalification step for the execution contract prior
20 to the RFP?

21 Answer: To be determined.

22 Question: What about the non RAD areas
23 of the vessel? Dismantle as normal? Clean steel can

1 be sold?

2 Answer: No and no. Ship will be
3 preserved. If it is ultimately scrapped, it will be
4 put into the ship disposal program, and that will be
5 well down the road.

6 Question: Shielding for the reactor, is
7 it lead? What are the levels?

8 MR. STOUKY: It is lead and it will be on
9 the survey report.

10 MR. KOEHLER: It will be in the survey
11 report.

12 Coolant pipes, are they contaminated for
13 the purpose of decommissioning?

14 Answer: Consider yes.

15 Question: Have the smokestack and
16 associated pipes to stack been tested? And what are
17 the levels?

18 Answer: We have no smokestack on the
19 SAVANNAH. It is one of the architectural features of
20 the vessel. There is ventilation, which has been
21 sampled. We don't intend to install a smokestack.
22 But if there's a desire, we'll consider it.

23 Question: For discussion purposes, can

1 MARAD comment on the NRC D & D RAD material? A RAD
2 material license comes with NRC-preapproved programs
3 and implemented procedures for work to be performed at
4 temporary job sites. This allows acceleration by not
5 requiring MARAD to develop, review, and approval by
6 NRC-required programs and implementing procedures.

7 Bottom line: A D & D RAD material
8 license allows MARAD to expedite D & D operations with
9 NRC-approved programs and implementing procedures.

10 I should have saved this one for last.
11 Can we comment? I took the A & L course two weeks
12 ago, and one of the questions on Larry's test was,
13 what do you do with the regulators? Do you keep them
14 in the dark? Do you delay them? Or do you let them
15 know everything you're doing?

16 (Humor intended - And, of course, we all
17 know that the answer is you keep them in the dark.)

18 NRC has given MARAD a fair amount of
19 guidance up front as to -- that was a joke. We don't
20 always have the lawyers in the room and I saw that
21 frown and I knew I was in trouble. Gene did not beat
22 me, by the way.

23 MR. SIMMONS: Because I agree with you.

1 MR. KOEHLER: I'll be very frank -- and
2 some of you know this -- NRC has given MARAD a fair
3 amount of guidance over the past year or so as we've
4 been developing decommissioning plans.

5 NRC -- and we like to please the
6 regulator -- NRC has told us to follow the Saxton
7 model. This will be a fairly conventional D & D. We
8 will develop a D & D -- a decommissioning license
9 amendment, and from there follow with -- once that's
10 approved, follow with component removals through 50.59
11 reviews and so forth.

12 So the answer is, I think, on this
13 discussion comment, no, we're not going to go this
14 way. We're going to go the way NRC would like us to
15 go.

16 Question: What are the expected
17 evaluation criteria for the RFP? What does MARAD
18 want?

19 The criteria are under development. What
20 do we want? We'll let you know.

21 Final question: What type of experience
22 is MARAD looking for? Skill sets?

23 Answer: We'll let you know.

1 I think those are all the written
2 questions. Would you guys like to take a quick break
3 and then resume with any questions from the floor?

4 Take five.

5 (A recess was taken.)

6 MR. KOEHLER: If anybody needs to leave
7 or needs or wants to leave early, if you have
8 questions and you want to ask them first, you know,
9 we'll take you guys first.

10 So does anybody have any questions from
11 the floor?

12 And, again, when you ask a question, if
13 you'd, please, stand and state your name and company.

14 MR. FERRIS: Dave Ferris, with BWXT.
15 When will the characterization report be available?

16 MR. KOEHLER: The deliverable is due
17 60 days after the end of work on the ship. And once
18 it's reviewed and approved, then we'll get it posted
19 to VOA shortly thereafter. So you can expect perhaps
20 three months or so.

21 Next?

22 MR. BRAY: Bob Bray. Do you know the
23 light ship displacement -- do you know the light ship

1 you.

2 MR. BRAY: I assume the ship is in light
3 ship condition?

4 MR. KOEHLER: Pretty close.

5 MR. BRAY: One other question, the
6 contractor that's performing the work, is he going to
7 be responsible for determining the location of the
8 ballast once the contaminated material is removed and
9 physically placed in the ballast onto the ship?

10 MR. KOEHLER: To be determined.

11 MR. BRAY: Thank you.

12 MR. STOUKY: Do you mean water ballast or
13 other kind of ballast?

14 MR. BRAY: Well, I assume that some
15 amount of weight is going to be removed from the ship.
16 And if you're going to put the ship back in the water
17 and remain on an even keel afterwards, you're going to
18 have to replace that weight.

19 MR. KOEHLER: Yes. Well -- and from a
20 naval architectural standpoint, we will ensure that
21 when everything is all said and done, the ship will be
22 stable and it will be in a condition to be towed to
23 wherever it's going to be home ported.

1 MR. BRAY: Okay.

2 MR. KOEHLER: Anyone else?

3 Kelly.

4 MR. HUNTER: Kelly Hunter. I was
5 curious -- I understand WPI is doing the
6 characterization. I was wondering what plan for
7 preparing -- the de-plan for submittal, when you plan
8 to do that, who will be doing that, or will that be a
9 separate procurement, or is that part of WPI's scope?

10 MR. KOEHLER: It is not part of WPI's
11 scope. The decommissioning license amendment will be
12 prepared by MARAD with substantial -- this is going to
13 be one of the first major tasks of the LOE contractor
14 when that contract is awarded.

15 Following the Saxton model, there are
16 some things we may do by individual license amendments
17 ahead of time, one of which is the tech spec amendment
18 for the new organizational structure within MARAD.

19 So there's some stuff that we'll do, but,
20 again, the decommissioning -- the decommissioning
21 license amendment will require the support of the LOE
22 contractor.

23 MR. HUNTER: And that's expected to be

1 awarded --

2 MR. KOEHLER: Calendar year 2005, as
3 quickly as we mention.

4 MR. HUNTER: So de-plan submittal will be
5 shortly thereafter?

6 MR. KOEHLER: I can't speculate how
7 quickly it would happen.

8 MR. HUNTER: Okay. Thank you.

9 MR. KOEHLER: I'll just clarify -- if I
10 understand correctly -- there may not be actually a
11 decommissioning plan. There will be a decommissioning
12 license amendment. They are not -- I don't believe
13 they require us to have a literal decommissioning plan
14 once we have that amendment in place.

15 Anybody else? There must be someone.

16 MR. DULL: Tony Dull, MWH. Just a quick
17 revisit on the cutting and sectioning of various parts
18 of the ship in accordance with good marine practice --

19 MR. KOEHLER: Very good. You get bonus
20 point for that.

21 MR. DULL: I wrote it down, but one of
22 the things that prompted my question on that was just
23 some observations from the actual construction of the

1 ship. The steam generators were assembled once --
2 they were put in pieces?

3 MR. KOEHLER: Yes.

4 MR. DULL: So there isn't -- any sort of
5 an inflexible expectation that everything has to come
6 out the same hole that it went in because of some of
7 the complexities that might be associated with
8 dismantling equipment once it got in there. There is
9 a willingness, I think I heard, to look at some
10 proposal if it's feasible and that appears to be
11 appropriate for removing components through some other
12 spot, like a cut in the side of the hull or --

13 MR. KOEHLER: Yes. We will -- the D & D
14 contractor will be responsible for developing the
15 detailed procedures for the component removal. If the
16 D & D contractor envisions that it's -- there's an
17 advantage to cutting the top of the containment vessel
18 off, going through number four hole, or something like
19 that, we'll entertain those plans.

20 I would imagine that there will be a fair
21 amount of collaboration between MARAD and the D & D
22 contractor at that time. And, of course, any of those
23 processes and procedures will be subject to our

1 approval.

2 MR. DULL: Thanks.

3 MR. KOEHLER: Anybody else?

4 MR. WIEGAND: There was a question in the
5 back.

6 MR. KOEHLER: Don't be shy. You guys all
7 want that boat ride back, don't you?

8 MR. SIMMONS: Is that it?

9 MR. KOEHLER: Well, if there are no other
10 questions, then we thank you for coming out and hope
11 you appreciated --

12 MR. FERRIS: Just real quick, if we have
13 further questions when we get back we can do that,
14 right?

15 MR. KOEHLER: Yes. There is a
16 question-and-answer module on VOA and that will remain
17 active.

18 (The proceedings adjourned at 10:40 a.m.)

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