



ensure that it conformed with the NHPA. Cost-benefit calculations supported the modifications to the ship as compared to ground rent and rental costs of office and sanitary trailers.

Savannah was periodically open to the public before decommissioning. As a tangible demonstration of safety, public access was maintained during decommissioning. Cargo Hold 4 was fitted with windows so visitors could observe waste handling and packaging. Displays around the ship explained the decommissioning process—all to showcase the safety of these activities. These efforts continue the ship’s original mission to promote the peaceful and safe use of nuclear power. Just like passengers and visitors in the 1960s could safely view the nuclear engineers at work, today’s visitors have safely observed the decommissioning efforts.

The greatest challenge was reconciling dismantlement with the desire to retain significant structures and components for



The *Savannah*'s reactor pressure vessel arrives at a licensed low-level radioactive waste disposal facility in Clive, Utah. (Photo: EnergySolutions)

future interpretation, while allowing for the possibility that *Savannah* might not be preserved—that it might be scrapped. This end state is a possibility, if not a desirous one, as is the possibility that the ship might be sunk to create an artificial reef. MARAD must

Continued

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