



**DEPARTMENT OF THE NAVY**  
NAVAL NUCLEAR PROPULSION PROGRAM  
NAVAL SEA SYSTEMS COMMAND (SEA 08)  
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14 May 2021

From: Commander, Naval Sea Systems Command (NAVSEA 08)  
To: APTIM Federal Services, LLC  
Via: Contracting Officer, Naval Sea Systems Command (NAVSEA 0241)

Subj: SURFACE SHIP SUPPORT BARGE (SSSB) DISMANTLEMENT AND DISPOSAL CONTRACT - HEAVY-LIFT TRANSPORT TO MOBILE, AL - REMOVE LINKAGE TO DECOMMISSIONING WORK PLAN; APPROVAL OF

Ref: (a) Contract N00024-20-C-4139, Surface Ship Support Barge Dismantlement and Disposal  
(b) NAVSEA Itr Ser 08P/20-05017 of 17 Dec 20  
(c) U.S. Nuclear Regulatory Commission Itr "Environmental Report for Proposed Decommissioning Work Plan for the Surface Ship Support Barge, Contract N00024-20-C-4139" of 17 Mar 21  
(d) APTIM Itr APTIM-501513-0009, "Surface Ship Support Barge Contract Number N00024-20-C-4139; Request for Approval to Transport SSSB from Virginia to Alabama via Ocean-Going Deck Barge" of 11 May 21  
(e) APTIM Itr APTIM-501513-0008, "Surface Ship Support Barge Contract Number N00024-20-C-4139; Submit Final Transportation and Tow Plan – CDRL A007" of 11 May 21  
(f) NAVSEA SL740-AA-MAN-010, U.S. Navy Towing Manual

**1. Background:**

a. The regulatory structure for the Surface Ship Support Barge (SSSB) dismantlement and disposal by APTIM as the prime contractor, is described within an Interagency Agreement between the Naval Nuclear Propulsion Program and the Nuclear Regulatory Commission (NRC), which is included in the reference (a) contract. Under this arrangement, NRC is to review the SSSB disposal contractor's Decommissioning Work Plan (DWP) and provide a recommendation to NAVSEA whether to approve this plan. Additionally, NRC is to provide NAVSEA an environmental evaluation of the proposed DWP, which NAVSEA will use to discharge its responsibilities under the National Environmental Policy Act (NEPA).

b. Reference (b) clarified that APTIM may accept possession of the SSSB in advance of NAVSEA approval of the APTIM DWP and issuance of the NEPA documentation for the project in order to conduct preparations for open-ocean transport from Norfolk, VA to Mobile, AL. However, reference (b) also noted that the actual transportation event may not occur until NAVSEA completed those actions. At the time of reference (b), the DWP and NEPA documentation were viewed as technically linked

and therefore both considered prerequisites to transport the SSSB and begin dismantlement and disposal work.

c. In reference (c), NRC completed an environmental evaluation of the APTIM DWP. Although the final DWP review by NRC staff is ongoing, the actions in the DWP were sufficiently defined for NRC to complete an environmental evaluation of the proposed decommissioning project, and for NAVSEA to complete required actions by the NEPA. The completion of the NRC environmental review and NAVSEA NEPA action also supports NAVSEA revisiting the reference (b) conclusion that heavy-lift transportation of the SSSB from Norfolk, VA to Mobile, AL cannot occur until the DWP is approved.

**2. APTIM Recommendation:** Reference (d) requests NAVSEA approval to transport the SSSB from Norfolk, VA to Mobile, AL in advance of NAVSEA approving the DWP, which is currently in the final stages of NRC review. Approval of this recommendation, along with the separate NAVSEA approval of the transportation plan submitted in reference (e), supports relocating the SSSB at the earliest opportunity, reducing transportation risks and improving project outcomes.

**3. APTIM Discussion:**

a. APTIM received custody of the SSSB on 18 April 2021 and relocated the SSSB to Colonna's Shipyard in Norfolk, VA. Subsequently, APTIM has completed securement of all on-board equipment and material, loaded the SSSB onto an ocean-going deck barge, completed sea fastening of the SSSB to the deck barge, and verified all towing gear is serviceable and ready to support the transportation event. All preparations for transport were completed in accordance with reference (f), which have been reviewed and approved by APTIM's Marine Surveyor and NAVSEA (00C).

b. APTIM has also completed preparatory actions to receive the SSSB at the disposal facility, Alabama Shipyard, in Mobile, AL. These actions include completing baseline radiological surveys, commencing environmental monitoring, and establishing a storm water containment system.

c. Relocating the SSSB to Mobile, AL prior to NAVSEA approval of the DWP has several advantages, to include: minimizing the risk of transporting the SSSB during the Atlantic hurricane season, minimizing the risk of potential weather incidents while the SSSB is moored pier-side at Colonna's Shipyard, and improving project schedule performance. No significant changes to the transportation plan or disposal site preparations are expected to be required as NRC finalizes their review of the DWP.

d. Upon approval of reference (d) and reference (e), APTIM will complete final preparations for open-ocean transportation of the SSSB, to include final verification inspections and a tow conference, and subsequently commence open-ocean towing the SSSB on the deck barge in accordance with reference (f). Upon arrival at Alabama Shipyard, the SSSB will be off-loaded to land, placed on blocking within the containment system, and work zone security fencing will be established. Actual decommissioning

work at Alabama Shipyard will not commence until NRC completes their review and NAVSEA approves the DWP.

4. **NAVSEA Action:** The reference (d) recommendation to commence open-ocean transportation of the SSSB from Norfolk, VA to Mobile, AL is approved, subject to NAVSEA approval of the final transportation plan submitted by APTIM in reference (e), which will be addressed in separate correspondence.

5. The action taken by this letter is considered by the Government to be within the scope of existing contracts, and no change in contract delivery or completion dates, or in current negotiated price or amount of any Government contract is authorized.



S. J. PICARD  
By direction

Copy to:  
Contracting Officer's Representative (R. Duff, PMS 312)  
NAVSEA 00C (V. Jarecki)