

## IAEA Contact Expert Group 20<sup>th</sup> Session

Munch, Germany October 2006.

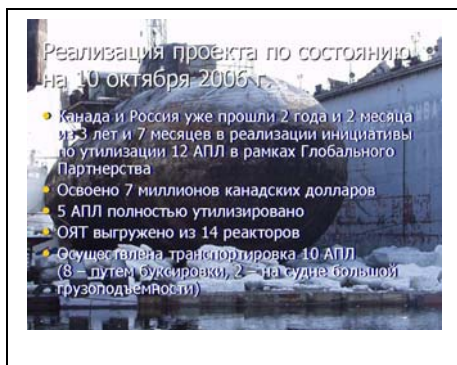
Speaking notes Michael Washer Senior Project Manager Nuclear Submarines, Foreign Affairs Canada

Chairman and members I am pleased to provide you with a brief update on Canada's cooperation with the Russian Federation in dismantling decommissioned nuclear powered submarines in North West Russia.



Today marks my third anniversary of joining Canada's department of Foreign Affairs. When I, like many submarine officers in this room left the submarine service at the end of the 1980's it never occurred to me that I would ever come back to the same field again. Indeed I set out for a new life in Canada in 1990 without so much as care for the legacy left behind from my duties in the 1970's and 1980's as a nuclear submarine officer in the British Royal Navy. So it was with some astonishment that my wife of 33 years pointed me in the direction of this new role in 2003 heading up and leading Canada's Global Partnership initiative in regard to nuclear submarine dismantling. The rest they say is history.

The project continues to enjoy excellent cooperation with its implementation partner Zvezdochka. My intent then here today is to simply provide a brief overview and status report. I have left each member with a DVD disk providing additional information and interviews from a recent monitoring visit to FSUE Zvezdochka. Additionally I would recommend members visit Canada's Global Partnership web site ([www.dfait-maeci.gc.ca](http://www.dfait-maeci.gc.ca)) which has been completely refreshed recently.

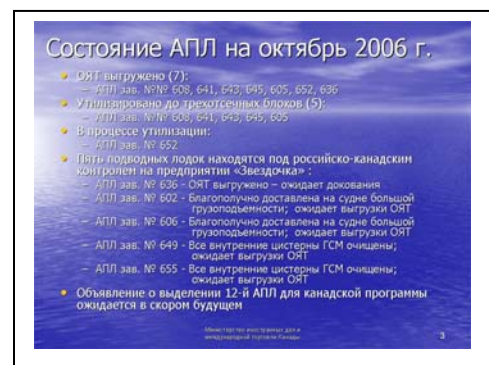


We are now 26 months into our currently scheduled 43 month program to defuel and dismantle 12 NPS. Or current expenditures are just under \$60 million.

Although we are on schedule in regard to defuelling our overlapping use of the On Shore Defueling Facility (OSDF) with the USA (and its funding of SSBN 713's dismantling) has caused a three month slippage in dismantling. We are working with our partner in recovering this slippage.

We have now completed all NPS transport operations under our current program with 10 submarines safely delivered to Severodvinsk from their naval bases in the Kola Peninsula area. The major achievement of this year was the first ever use of a heavy lift vessel to transport fuelled NPS. I will return to this shortly.

The next slide provides some specifics of the program's status. Of note NPS 636 awaits dismantling. If we had the dry dock space of course this NPS would by now be



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at an advanced stage of dismantling. It is hoped that the early removal of SSBN 713's bow section will provide the dry dock space we need.

In regard to our 12<sup>th</sup> NPS we anticipate reaching an agreed position with ROSATOM on an allocation shortly<sup>1</sup>. We are, ironically, a victim of our own success as there are no further Victor Class NPS available for dismantling. We anticipate adopting a NPS for dismantling that is already within Zvezdochka's water area



At this point the Secretary asked me to go over some key success factors and lessons learnt.

A key success factor I believe is the mutual goodwill that has been mutually established. It is my strong believe that when men and women of good will get together success is inevitable. The close friendships and understanding developed by all project participants has been facilitated by our rigid structure of monthly on-site visits. Another factor is our integration of

interpreters into the team and our aim of having practically all project correspondence in both Russian and English. Simplicity in project structure and organization is another key factor. We have no "middlemen" and as such we deal directly on-on-one with Zvezdochka as both the recipient and our implementer. As work is achieved we accept it and pay for it within each visit cycle. An underlying success factor of course is project momentum. The rapid start and early enthusiasm in the summer of 2004 has carried us forward over the past two years. There is, I believe, a direct relationship between the project initiation and the project execution phases in regard to speed of execution and project success.

Before moving on I would also want to acknowledge and thank the USA for the provision of, and our use of, the dismantling infrastructure established in Zvezdochka by the USA CTR program. This has also been another success factor.

I would now like to provide an overview of what I think is a significant turning point in the history of NPS dismantling – the transport of fuelled NPS by use of a heavy lift vessel.

First of all I would like to acknowledge the kind



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<sup>1</sup> Canada agreed in December 2006 to jointly fund the dismantling of SIARRA I Class NPS Hull # 3001 with ROSATOM.

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support and cooperation by Norway and the United Kingdom in assisting Canada and the Russian Federation in implementing the successful transport of the Victor Class NPS.



By way of background members should note that this project was only initiated in the spring of this year. The fact that within less than 6 months we were able to pull this complex initiative together and implement reinforces my earlier point in regard to men and women of goodwill. We acknowledge that this operation created a large range of administrative and jurisdictional issues with the various Russian civilian and military organisations involved. It is a great credit to the Russian Federation that

these were all resolved for our mutual success.

Initially given the reality that it was simply not possible to move NPS 602 and 606 by a conventional tow we looked at options. Our initial consideration was to use a submersible barge; predominantly as it appeared to be the cheaper option. After the initial research and project development it became obvious that the use of a barge carried higher risks and uncertainties and that a heavy lift vessel was the obvious option. The draft of both NPS being in excess of 9 metres was a complicating factor for both options but it was better accommodated by using a HLV. Again I would like to express my appreciation for the support of the Salvage and Operations Directorate of the UK's Ministry of Defence in this initial project development.

By early May in partnership with Norway we selected Dockwise as the primary implementer with the broad aim of moving the two Victor NPS under Canada's Global Partnership program followed by the November Class NPS 291 from Gremika under AMEC program management. The two operations were under two separate contracts with Dockwise although under common information sharing arrangements.

Contractually Canada retained the use of its Bi-lateral Treaty with the Russian Federation and its in place Implementation Arrangement (IA#2) with Zvezdochka. The only minor variance was that Canada paid all Zvezdochka's obligations under its charter of Transshelf with Dockwise directly to Dockwise. Zvezdochka employed MORTECH of Arkhangelsk as its agent.



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As to the actual operation: The Transshelf was prepared in Rotterdam and subsequently arrived in Murmansk for clearance on August 20<sup>th</sup>. On re-locating to Shipyard 10 the following day it was discovered that the mooring arrangements were unsatisfactory. A new embarkation area was assigned and Transshelf moored there using its own anchor. The slide shows Transshelf ballasted down ready to receive NPS 602 the first of the two NPS to be transported.

There were no operational issues with the embarkation of NPS 602. These slides show the sequence of events as NPS 602 was embarked.



Radiation readings were taken by Dockwises's own specialist as the submarine settled onto its blocks.

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Transshelf arrived off of Severodvinsk early morning August 26. These last two slides show NPS 602's delivery.

NPS 606 was subsequently delivered September 1. Both operations enjoyed good weather and Transshelf subsequently went onto transport NPS 291.

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In summary the transport of these NPS by HLV opens this year up a range of possibilities in regard to both future NPS dismantling operations (and indeed for future NPS operations by any country operating these types of submarine). No longer do we necessarily have to accept that NPS in poor condition must be dismantled in their decommissioned location. This option will need to be factored for example

into Canada's intent to assist the Russian Federation in resolving the issue of the decommissioned NPS in the Russia Far East starting in 2008.

Thank you for your attention.