- USS GEORGE WASHINGTON is anticipated to return to Yokosuka as early as the week of 18 April 2011. In Yokosuka, the ship will complete routine maintenance so that it can fully meet the commitment of the U.S. Government to defend Japan and support peace and stability in the region.

- The routine maintenance work of the USS GEORGE WASHINGTON scheduled for this year has not yet been completed, but the ship's safety including that of its propulsion plant is fully assured.

- U.S. nuclear powered warships have safely operated for more than 50 years without experiencing any reactor accident or any release of radioactivity that hurt human health or had an adverse effect on marine life or the environment. U.S. naval reactors have an outstanding record of over 145 million miles safely steamed on nuclear power, and they have amassed over 6300 reactor-years of safe operation.

- There are significant differences between commercial nuclear power reactor designs and the naval reactors designed for U.S. nuclear powered warships because of differences in mission. All nuclear powered warships are designed to survive wartime attack and to continue to fight while protecting their crews against hazards. These ships have well developed damage control capabilities and redundant safety systems that, while designed for battle conditions, also provide enhanced capability in natural disasters such as earthquakes and tsunamis.

- Relating specifically to the Fukushima Daiichi nuclear power reactors, it has been reported that loss of electrical power resulted in the inability to properly cool the reactor cores. Unlike the Fukushima Daiichi nuclear power reactors, U.S. naval reactors have decay heat removing capability, which depends only on the physical arrangement of the reactor plant and on the nature of water itself (natural convection driven by density differences), not on electrical power, to cool down the core. This is an example of the multiple nuclear-powered warship safety systems which ensure that, even in the unlikely event of multiple failures, naval reactors would not overheat and the fuel structure would not be damaged by heat produced in the reactor core.

- There are at least four barriers that work to keep radioactivity inside nuclear powered warships. Although commercial power reactors have similar barriers, barriers in nuclear powered warships are more robust, resilient, and conservatively designed. Unlike ceramic nuclear fuel used in commercial power reactors, U.S. naval nuclear fuel is solid metal. U.S. naval nuclear fuel is designed for battle shock and can withstand combat shock loads greater than 50

times the force of gravity without releasing fission products produced inside the fuel. This is greater than 10 times the earthquake shock loads used for designing U.S. commercial nuclear power plants.

- Notwithstanding the enhanced capability of nuclear powered warships to survive natural disasters and continue to operate safely, other factors serve to mitigate the impacts of natural disasters on these ships. The fact that a moored nuclear powered warship sits in the water serves as a buffer against the ground forces felt during an earthquake; the earthquake forces on a moored nuclear powered warship, even those like the March 11 earthquake, are not severe. Additionally, a moored nuclear powered warship in Yokosuka is provided additional protection from direct tsunami forces by the geography of Tokyo Bay. USS GEORGE WASHINGTON's moorings were unaffected by the March 11th earthquake and tsunami that struck Japan while the ship was moored in Yokosuka. Additionally, nuclear-powered warships at sea were unaffected by the tsunami.

- Commercial nuclear power plants are designed to operate at high power levels for long periods to produce electricity. Because naval reactors are designed for warships, they are smaller and have a much lower power rating than commercial reactors. The rated power levels of the largest naval reactors are less than one-fifth of a large commercial reactor plant. Additionally, naval reactors typically operate at a fraction of their full power levels. Furthermore, because naval reactor power level is primarily set by propulsion needs, and not by the ship's other service needs, naval reactors are normally shutdown shortly after mooring and they are normally started up only shortly before departure. As a result of these facts, the amount of radioactivity potentially available for release from a reactor core of a U.S. NPW moored in a port is less than about one percent of that for a typical commercial reactor and the naval cores have significantly less heat buildup from fission product decay to be cooled when the reactors are shutdown.

- Notwithstanding that U.S. nuclear powered warships have enhanced capability to operate safely under harsh battle conditions and even more safely during peacetime operations, the fact that U.S. nuclear-powered warships can be moved is a safety feature that is not available to land-based nuclear facilities. Nuclear-powered warships can be moved away from land using their own propulsion power or assisted by tugboats.