

**Military Value Scoring
Surface-Subsurface Function**

Ranking	DoN Activity - Active Bases Only	Military Value
1	NS PEARL HARBOR HI	74.50
2	NS NORFOLK VA	67.51
3	SUBASE KINGS BAY GA	63.51
4	NS BREMERTON WA	63.25
5	SUBASE BANGOR WA	62.98
6	NS SAN DIEGO CA	61.43
7	NAS NORTH ISLAND CA	59.68
8	SUBASE SAN DIEGO CA	58.29
9	NAB LITTLE CREEK VA	55.90
10	NS MAYPORT FL	55.71
11	NS EVERETT WA	50.68
12	SUBASE NEW LONDON CT	50.68
13	COMNAVMARIANAS GU	47.67
14	NS INGLESIDE TX	42.23
15	WPNSTA EARLE COLTS NECK NJ	39.07
16	NS PASCAGOULA MS	37.08

Summary Stats:	
Max:	74.50
Min:	37.08
Range:	37.42
Mean:	55.64
Median:	57.10
Std Dev.	10.12147

**Military Value Scoring
Surface-Subsurface Function**

Ranking	DoN Activity	Military Value
1	NS PEARL HARBOR HI	74.50
2	NS NORFOLK VA	67.51
3	NAVSHIPYD NORFOLK VA	64.03
4	SUBASE KINGS BAY GA	63.51
5	NS BREMERTON WA	63.25
6	SUBASE BANGOR WA	62.98
7	NS SAN DIEGO CA	61.43
8	NAS NORTH ISLAND CA	59.68
9	SUBASE SAN DIEGO CA	58.29
10	NAVMAG PEARL HARBOR	58.24
11	NAB LITTLE CREEK VA	55.90
12	NS MAYPORT FL	55.71
13	NS EVERETT WA	50.68
14	SUBASE NEW LONDON CT	50.68
15	NAVSHIPYD PORTSMOUTH NH	48.21
16	COMNAVMARIANAS GU	47.67
17	NAS PENSACOLA FL	45.85
18	BLOUNT ISLAND CMD JAX FL	45.78
19	WPNSTA YORKTOWN VA	44.91
20	WPNSTA CHARLESTON SC	43.31
21	NB VENTURA CTY PT MUGU CA	42.86
22	NS NEWPORT RI	42.36
23	NS INGLESIDE TX	42.23
24	NAS KEY WEST FL	40.59
25	WPNSTA EARLE COLTS NECK NJ	39.07
26	NAVORDTESTU CAPE CANAVERAL FL	37.71
27	NS PASCAGOULA MS	37.08
28	NSA PANAMA CITY FL	33.73
29	WPNSTA SEAL BEACH at CONCORD CA	30.82

Summary Stats:	
Max:	74.50
Min:	30.82
Range:	43.68
Mean:	50.64
Median:	48.21
Std Dev.	10.97

Shaded Activities Represent "Non-Active" Bases

Tickle, Harold, CIV, WSO-BRAC

From: Kenny, Mark W. RDML CNRNE [Mark.Kenny@navy.mil]
Sent: Friday, July 22, 2005 5:49 PM
To: Morales, Aluin PROTOCOL; Foster, William CIV CNRNE Business Resource; Watters, Robin RDML CNRNE; Salerno, Michael CIV CNRNE Deputy 01; Winneg, Robert S CAPT NAS Brunswick, CO; Sullivan, Sean CAPT; Hansen, William C CAPT; Lotring, Arnold O CAPT SUBMARINE LEARNING CTR; Daugherty, John R CAPT COMSUBLANT COS; Palmerone, Christopher LT Commander Submarine Group 2 Flag Secretary; Kerns, Charles YN1 CNRNE Flag Writer; Holdsworth, Jeff LT CNRNE 001
Cc: Zendan, Chris CIV SUBASE; Dakin, Stephen C LT NMCRC WORCESTER; Banaji, Darius CDR CNI HQ; Daughety, Steve CTR CNI HQ; Schuck, Dave W. CIV NAVAIR B2187 S3190 Code 4.5.6; Fernandes, David A. LTJG SUBMARINE SCHOOL 518, 2, 201; Skaw, Stephen CDR SUBASE; Boutot, Brian J LCDR CNRNE, Admin; gilmoreme@mail.ports.navy.mil; Womack, George G CAPT NAS Brunswick, PCO; Swan, Kenneth A. CAPT SUBMARINE SCHOOL; Lowery, Frank CAPT Commander Submarine Group 2; Steel, Cindy CIV Admin; Anthony, Mark H CIV FFC N44; harold.tickle@wso.whs.mil; Steinbrenner, Paul J LCDR COMSUBLANT N003
Subject: Re: BRAC Commissioner Visit Update

Team,

This is important enough that I forego other TDY and attend all of the briefs, especially because the dynamics of Brunswick have changed.

Please see if I can meet the delegation at Brunswick for the first visit and be able to accompany the commissioners on their aircraft from Brunswick to Portsmouth to Groton.

For Group TWO/CNRNE I will fly up Monday AM from Dulles to Portland ME(if that makes sense for a flight), meet LT Holdsworth and Region HQ staff and drive to Brunswick. Need to cancel my Monday trip with VADM Munns at JSOC Ft Bragg, I will call him tonight.

For ICO's please forward your briefs to Michael Salerno on Monday. Looking forward to seeing everyone.

All the best, r/mwk
Rear Admiral Mark W. Kenny
COMSUBGRU TWO/TEN
COMNAVREG NORTHEAST
860 694 3341(Groton CT office)
912 573 2990(Kings Bay GA office)

Rear Admiral Mark W. Kenny
Commander Submarine Groups TWO and TEN
Naval Submarine Base
Building 439, Flag Office
860-694-3341

-----Original Message-----

From: Morales, Aluin PROTOCOL <aluin.morales@navy.mil>
To: Foster, William CIV CNRNE Business Resource <william.foster1@navy.mil>; Watters, Robin RDML CNRNE <robin.watters@navy.mil>; Salerno, Michael CIV CNRNE Deputy 01 <michael.salerno@navy.mil>; Winneg, Robert S CAPT NAS Brunswick, CO <robert.winneg@navy.mil>; Sullivan, Sean CAPT <sean.sullivan2@navy.mil>; Hansen, William C CAPT <william.hansen@navy.mil>; Lotring, Arnold O CAPT SUBMARINE LEARNING CTR <arnold.lotring@navy.mil>; Kenny, Mark W. RDML CNRNE <Mark.Kenny@navy.mil>
CC: Zendan, Chris CIV SUBASE <chris.zendan@navy.mil>; Dakin, Stephen C LT NMCRC WORCESTER <stephen.dakin@navy.mil>; Banaji, Darius CDR CNI HQ <darius.banaji@navy.mil>; Daughety, Steve CTR CNI HQ <Steve.Daughety1@navy.mil>; Schuck, Dave W. CIV NAVAIR B2187 S3190 Code 4.5.6 <david.schuck@navy.mil>; Fernandes, David A. LTJG SUBMARINE SCHOOL 518, 2, 201 <david.fernandes@navy.mil>; Skaw, Stephen CDR SUBASE <stephen.skaw@navy.mil>; Boutot, Brian J LCDR CNRNE, Admin <brian.boutot@navy.mil>; Mike Gilmore (E-

mail)' <GilmoreME@mail.ports.navy.mil>; Womack, George G CAPT NAS Brunswick, PCO
<George.Womack@navy.mil>; Swan, Kenneth A. CAPT SUBMARINE SCHOOL <kenneth.swan@navy.mil>; Lowery,
Frank CAPT Commander Submarine Group 2 <frank.lowery@navy.mil>; Steel, Cindy CIV Admin <cindy.steel@navy.mil>;
Anthony, Mark H CIV FFC N44 <mark.anthony@navy.mil>; 'Hal Tickle (E-mail)' <harold.tickle@wso.whs.mil>
Sent: Fri Jul 22 08:43:24 2005
Subject: RE: BRAC Commissioner Visit Update

Good morning Sirs,

I will coordinate all the protocol/logistics aspects of this visit to include the escort officer. I will address possible candidates for escorting with CAPT Hanson.

V/R

Al Morales

-----Original Message-----

From: Foster, William CIV CNRNE Business Resource

Sent: Friday, July 22, 2005 8:11

To: Watters, Robin RDML CNRNE; Salerno, Michael CIV CNRNE Deputy 01; Winneg, Robert S CAPT NAS Brunswick, CO; Sullivan, Sean CAPT; Hansen, William C CAPT; Lotring, Arnold O CAPT SUBMARINE LEARNING CTR; Kenny, Mark W. RDML CNRNE

Cc: Zendan, Chris CIV SUBASE; Dakin, Stephen C LT NMCRC WORCESTER; Banaji, Darius CDR CNI HQ; Daughety, Steve CTR CNI HQ; Schuck, Dave W. CIV NAVAIR B2187 S3190 Code 4.5.6; Fernandes, David A. LTJG SUBMARINE SCHOOL 518, 2, 201; Skaw, Stephen CDR SUBASE; Boutot, Brian J LCDR CNRNE, Admin; Mike Gilmore (E-mail); Womack, George G CAPT NAS Brunswick, PCO; Swan, Kenneth A. CAPT SUBMARINE SCHOOL; Lowery, Frank CAPT Commander Submarine Group 2; Steel, Cindy CIV Admin; Morales, Aluin PROTOCOL; Anthony, Mark H CIV FFC N44; Hal Tickle (E-mail)

Subject: BRAC Commissioner Visit Update

Sirs,

Here is the latest information I received from Mr. Tickle yesterday afternoon regarding the Commissioners' visit to the NE. Commissioners Turner and Skinner will visit NASB. Only Commissioner Turner will visit PNSY and SUBASE. Mr. Tickle has been communicating with NASB directly, I believe with CAPT Womack to work the details there. There also is direct communication with PNSY to work that visit.

Schedule:

26 July 0730/0800 NASB brief followed by tour. Complete by 1000 followed by short community availability
1400/1430 PNSY visit
27 July 0800 SUBASE visit. Same briefs and tour (visit only two training devices). Complete by 1000.

Mr. Tickle and Mr. Jim Hanna will be accompanying the Commissioners. They plan is to stay at the Mystic Marriott the evening of the 26th. Will need an escort to the SUBASE Wednesday morning.

At this point, based on discussion with CODEL liaison, Mr. Tickle doesn't anticipate much political presences.

I am setting up a meeting Monday morning, 25 July, 0900 in bldg 439 VTC conference room to finalize details of SUBASE visit. Briefers will be RDML Watters - region; CAPT Sullivan - SUBASE; CAPT Hansen - Group II; and CAPT Swan - SLC. CAPT Sullivan will provide SUBASE tour, in conjunction with CAPT Hansen and CAPT Swan. Please forward revised briefs ASAP.

Cheers,

Bill Foster
Deputy Business Manager (CNRNE N1)
Navy Region Northeast
email: william.foster1@Navy.Mil
Comm: 860-694-5682
DSN: 694-5682

7/23/2005

Cell: 860-501-2152

<< File: Foster, William CIV CNRNE.vcf >>

-----Original Message-----

From: Foster, William CIV CNRNE Business Resource

Sent: Wednesday, July 20, 2005 17:39

To: Watters, Robin RDML CNRNE; Salerno, Michael CIV CNRNE Deputy 01; Winneg, Robert S CAPT NAS Brunswick, CO; Sullivan, Sean CAPT; Hansen, William C CAPT; Lotring, Arnold O CAPT SUBMARINE LEARNING CTR

Cc: Zendan, Chris CIV SUBASE; Dakin, Stephen C LT NMCRC WORCESTER; Banaji, Darius CDR CNI HQ; Daughety, Steve CTR CNI HQ

Subject: BRAC Commissioner Visit

Sirs:

Tentative plan is for two BRAC Commissioners, BGEN Turner and Mr. Skinner, to visit several activities in the northeast. Main purpose of their visit is a required visit to NASB as a result of the commissions vote to consider closure of NASB. This change requires a visit by at least two Commissioners. It is an official BRAC Commission visit with the same format as the previous Commission visit.

The current very tentative schedule is for BGEN Turner and Mr. Skinner to conduct an informational visit PNSY the morning 26 July, and the official visit to NASB on the afternoon of 26 July. BGEN Turner, and possibly Mr. Skinner, will conduct an informational visit (Navy briefs and base tour) to SUBASE NLON on the morning of 27 July.

This is all based on initial information provided by Mr. Tickle, BRAC Commission Staff. Will provided details as I get them.

V/R,

Bill Foster

Deputy Business Manager (CNRNE N1)

Navy Region Northeast

email: william.foster1@Navy.Mil

Comm: 860-694-5682

DSN: 694-5682

Cell: 860-501-2152

<< File: Foster, William CIV CNRNE.vcf >>

46	CFFC		N4	N60087	NAS Brunswick	197	Aircraft Hangar Fire Protection System Upgrades	\$13,810	
47	NAVAIR		N4	N68335	NAES Lakehurst	112	Engineering and Technology Center	\$12,406	
48	CFFC		N4	N00129	SUBASE New London	478	Submarine Learning Center	\$2,750	
					<i>ITALICIZED = FY 05 Cong Add</i>				
					Page 1				
			RS	UIC	ACTIVITY	PNO	TITLE	COST (\$000)	NOTES
49	CFFC		N4	N32411	NAVSTA Newport	347	Consolidated Fitness Center	\$21,690	
50	CFFC		N4	N00129	SUBASE New London	479	Consolidated Training and Conference Facility	\$6,851	
51	NETC	27	N4	N32411	NAVSTA Newport	370	Combat Training Pool/Tank Replacement	\$3,500	
52	CFFC		N4	N68335	NAES Lakehurst	254	Commercial Gate CT Improvements	\$3,610	
53	CFFC		N4	N68335	NAES Lakehurst	162	Joint Installation Road Improvements	\$2,190	
54	CFFC		N4	N32411	NAVSTA Newport	466	Consolidated Administration Building	\$13,029	
55	NETC		N4	N00124	Naval War College	012	Waterfront Security Barrier (CT)	\$10,000	
56	CFFC		N4	N32411	NAVSTA Newport	460	Gate 10 Security Improvements (CT)	\$3,760	
57	CFFC		N4	N32411	NAVSTA Newport	462	Pier 2 Gate Improvements (CT)	\$2,440	
58	CFFC		N4	N60087	NAS Brunswick	192	Construct Indoor Swimming Pool	\$3,500	
59	CFFC		N4	N00129	SUBASE New London	404	Construct Indoor Swimming Pool	\$10,639	
60	CFFC		N4	N00129	SUBASE New London	468	Replace Submarine Pier 32	\$35,000	
61	CFFC		N4	N00129	SUBASE New London	469	Replace Submarine Pier 33	\$36,000	
62	CFFC		N4	N00129	SUBASE New London	471	Gates 3 & 5 Security Improvements	\$4,420	
63	CFFC		N4	N60087	NAS Brunswick	191	Relocate Base Main Entrance	\$8,532	
64	CFFC		N4	N69213	NWS Earle	037	Improve Stationwide Security Communications System	\$9,840	
							SUBASE and Brunswick Projects		
					<i>ITALICIZED = FY 05 Cong Add</i>				
					Page 2				

DCN: 11621

BRAC Commission visits to New England Navy Bases

Submarine base New London 31 May 2005

Commissioners picked up from airport and escorted to Region/Group two HQs. Elected officials and staffers meet in Nautilus parking lot and transported to HQ by bus. Four Commissioners attended: Chairman Principi, Mr. Newton, Mr. Coyle, and Mr. Bilbray. Elected officials attending were: Governor Rell, Senator Dodd, Congressman Simmons, and Congressman Larson. Mr. Fred Downing represented Senator Liberman and Mr. Bernier represented Congresswoman Johnson. Limited region and Group staff in attendance.

Briefings began at 1345. Welcome and intro by RDML Kenny, CNRNE brief by RDML Watters, SUBASE brief by SUBASE CO, CAPT Sullivan, Group Two brief by Group two COS, CAPT Hanson and the Submarine Learning Center/Submarine brief by SLC CO, CAPT Lotring. Summary and closing remarks made by RMDL Kenny.

All questions that were answered were done so within the limits of the PAG. A number of questions were asking for an opinion. The elected officials stressed the synergy between Electric Boat and the SUBASE. Significant Questions that were asked are:

1. Commissioner: How was the \$200M cost savings determined? (NRNE will forward to CNI)
2. Commissioner: Economic impact #s in report show 15,000 jobs, where do indirect #s come from? (NRNE will refer to CNI)
3. Commissioner: How much has been invested in SUBASE training facilities since 1990? (NRNE & Submarine Learning Center will coordinate and respond via CNI)
4. Commissioner: What is the financial impact on Private-Public Venture housing if SUBASE closes? (NRNE will coordinate with CNI to answer)
5. Commissioner: Is the Navy putting too much stuff in Norfolk? (NRNE will refer to CNI)
6. Commissioner: Can SUBASE NLON take the subs from Norfolk and put excess capacity in NLON? What are the maintenance/support costs associated? (SUBASE & NRNE will coordinate with CNI to answer)
7. Commissioner: Was moving boats from Norfolk to Groton considered? (Yes - room discussion on scenario data call related to moving all submarines from NFLK to NLON. NRNE will refer to CNI)

8. Commissioner: What is the largest number of subs ever home ported in Groton. (NRNE & CSG-2 will coordinate and answer through CNI)
9. Commissioner: What rationale was used for the value of one submarine base over another? (Discussion on why not put all PAC boats in Bangor or Pearl? We were not part of that decision process. NRNE will refer to CNI)
10. Politician: How much investment do we have in SUBSCOL? Submarine Learning Center (SLC) responded replacement value is \$750M. (Discussion on this number whether cost to rebuild in KBAY. SLC clarified that \$750M was a replacement cost, trainers would be moved vice replaced which would reduce the cost. SLC & NRNE will coordinate to answer through CNI)
11. Congressman: Was the synergy of EBs proximity to SUBASE taken into account during the BRAC process (i.e. maintenance, basing and training of sailors)? (NRNE will forward to CNI to answer).
12. Commissioner: Does the Groton base land revert to anyone if base is closed? (NRNE is researching and will answer through CNI)

BACKGROUND QUESTIONS

13. Congressman: If the two major bases recommended in the region didn't close, would the NRNE still move? NRNE responded that CNI always is looking for efficiencies, won't speculate.
14. Commissioner: Do SUBASE #'s include all contractor personnel? (Discussion ensued mentioning EB personnel. Approximate numbers for all is ~ 1000, but number fluctuates and includes non mission support personnel)
15. Politician: What happens to the synergy between SUBSCOL and Coast Guard Academy/Surface Warfare School/Naval Undersea Warfare Center when the base closes? Politician noted rhetorical question.
16. Politician: Are there any significant time differences to dive points from either Norfolk/Groton/King's Bay? CSG-2 responded no tactically significant time differences. Related question: Is there a timesavings to the Pacific via Arctic transit routes? CSG-2 responded this information would exceed the classification of this brief but could be discussed in a classified forum.
17. Commissioner: Why not move Tridents (SSBNs) up here? Discussed not feasible because of Nuclear Weapons handling/storage considerations.
18. Commissioner: Where will CSG-2 move? CSG-2 Responded most staff will go to NFLK, but flag staff may go to KBAY.

The briefings were followed by a bus tour for the Commissioners, their staff and the elected officials and their staff. It stopped at several SUB School buildings to look at some of the trainers. It traveled along the waterfront to show the piers and the repair facilities and wound back through the upper base to show on base house, and other support facilities. Tour concluded at 1630. Commissioners were escorted back to their hotel.

The Commissioners met with the elected officials again at 0900 on 1 June at the Nautilus Museum followed by combined press availability at the airport. The elected officials had press availability after the 31 May Navy briefs and tour. Strong local support apparent with a large crowd lining the major highway in front of the base on 1 June. Most wearing red shirts.

Portsmouth Naval Shipyard 1 June

Large crowd at the front gate wearing yellow shirts to greet the Commissioners as they drove on to the base. Briefings given at the o'club during a working lunch attended by shipyard senior civilian management and union officials. Four Commissioners attended: Chairman Principi, Mr. Newton, Mr. Coyle, and Mr. Bilbary. Elected officials in attendance were: Governor Baldacci (Me), Governor Lynch (NH), Senators Snowe (Me), Collins (Me), Sununu (NH), and Gregg (NH), Congressmen Allen (Me), Michaud (Me), Bradley (NH), and Basf (NH).

The command brief provided focused on the role of the PNSY, quality of life in the Portsmouth/Kittery area, economic impact and people and culture. Questions were asked about the MILCON projects, past, current and future. A list of the MILCON projects was provided to the Chairman.

This brief was followed by a walking and bus tour around the shipyard and support facilities on the island. Only the Commissioners, their staff and the elected officials participated on the tour.

The commissioners and elected officials returned to the O'Club for a second brief presented on behalf of the civilian workforce and not PNSY. This brief addressed the military value of PNSY and payback of the recommendation to close the shipyard. It was a comparative analysis of all shipyards with significant analytical detail. Well received by the Commissioners.

Brunswick Naval Air Station 2 June 2005

The visit to NASB with members of the BRAC Commission on Thursday morning. Commissioners attending included Chairman Anthony Principi, Commissioners Coyle, Bilbray and Newton. They were accompanied by 5 members of the BRAC Commission Staff. The Commissioners flew into NASB via MILAIR the night before. The CO, CAPT Robert Winneg, met the aircraft.

The Commission then spent the evening at a local hotel. The briefs began Thursday morning at 0730 in the CO's conference room with base briefings. Local government leaders in attendance were Governor Baldacci, as well as Maine's entire Congressional delegation, including Senators Snowe and Collins, and Congressmen Allen and Michaud. Major General Libby, the Adjutant General of Maine's National Guard was also in attendance. Chairman Principi allowed the Governor and CODEL to bring members of their staff into the conference room. From the Navy side, CAPT Winneg was the lead briefer and discussed installation specific issues. He was followed by CAPT Mike Hewitt, Commander, Patrol and Reconnaissance Wing Five, who discussed P-3 and MMA (Multi mission Maritime Aircraft) mission issues. The formal brief concluded with CAPT Al Labeouf, who is Commanding Officer of Naval Air Reserve Brunswick, who talked about the Reserve role at NASB. Other Navy members in attendance were the PWO, LCDR Mike Molnar, the BRAC lead, Mr. Tom Brubaker, NASB PAO John James, Deputy PD for Air and Fire Marty McMahon, Deputy SUPSHIP Bath Steve Jaconis, Bill Foster from NRNE, and Mr. Mark Anthony from CFFC.

The briefs went very smoothly. The questions were engaging, and it appeared that the members of the commission were starting to form impressions about the value of NASB. After the brief, we proceeded downstairs and had a quick tour of the Aircraft Intermediate Maintenance Detachment (AIMD) and then boarded a bus for a windshield tour. We started on the airfield side, proceeding down the south ramp and then off to towards Hangar 6. We got off the bus at Hangar 6 and toured the Hangar bays and some of the work centers. Back on the bus, and off to the community side of the base. We drove by the new Bachelor Quarters, both transient and permanent party, new Family Housing, Wing 5 headquarters and OPCENTER, aircraft fueling facility, Reserve facilities, and some quality of life highlight areas. After the bus tour, the commissioners departed to meet with the community and the press. They returned to board their flight back to Washington and were airborne before noon.

Below is a summary of their questions:

Questions/Comments:

Q. Commissioner Bilbray - What happens if we follow the Pentagon's recommendation? How many people and what assets remain?

A. Capt Winneg - We will have less than 400 active duty Navy. All aircraft will be gone after moving to NAS Jacksonville.

Q. Commissioner Coyle - What is the logic behind this recommendation (keep the base open with no aircraft assigned)?

A. Capt Winneg - Sir, I don't want to speculate.

Q. Chairman Principi - Can you give us your best guess (to above question)?

A. Capt Winneg - Sir, that would be speculation on my part.

Q. Commissioner Newton - What will the mission be?

A. Capt Winneg - For the base, it will be the same as it is today. We provide runways, tower and facilities to DoD aircraft when needed.

Q. Commissioner Newton - Would SERE (Survival, Evasion, Resistance and Escape) School stay?

A. Capt Winneg - Yes, under the recommendation it would remain here, with classrooms at NASB and field work at Rangely, Maine.

Q. Commissioner Newton (directed to MGEN Libby) - How would this impact on your effort to relocate your assets to NASB?

A. MGEN Libby - It would not change. I would still want to relocate to NASB. I would, however, be compelled to look at the option of modifying existing vacated facilities rather than construct new ones.

Q. Chairman Principi (directed to Commodore Hewitt) - How does moving all P-3 aircraft to NAS Jacksonville enhance the CNO's "Sea Power 21" objectives?

A. Commodore Hewitt - It would not. Sea Power 21 addresses our operations when deployed, and it doesn't matter where the deployed forces come from. The impact would come from our ability to support homeland defense missions.

Q. Commissioner Newton - Will you need to leave a maintenance detachment here to support homeland defense alert tasking?

A. Commodore Hewitt - That would depend on the duration of the tasking.

Q. Commissioner Newton - Does MMA have the same persistence (time available on station) as P-3 aircraft?

A. Commodore Hewitt - MMA has greater persistence, with the ability for in-flight refueling. The in-flight refueling allows the aircraft to takeoff with a heavier weapons load.

Q. Chairman Principi - What cost savings are generated by this proposal?

A. BRAC Commission staff answered, reviewing the DoD BRAC financial data.

Q. Chairman Principi - Could it conceivably cost more to money to maintain a detachment here?

A. Captain Winneg/Commodore Hewitt - Could not speculate.

Comment. Commissioner Newton - There appears to be a lot of hidden costs in this proposal.

Q. Chairman Principi - How would you do detachment maintenance?

A. Commodore Hewitt/Capt Winneg - P-3s can carry maintenance support personnel onboard to support short duration detachments.

Q. Commissioner Bilbray - Where in New England could you place/operate P-3 detachments supporting homeland defense missions if NASB closed?

A. Mr. Anthony (CFFC) - Nowhere. That is why CFFC considers NASB to be a vital strategic location.

Comment. Commissioners asked to display a map showing locations of DoD airfields in the Northeast before and after previous BRAC rounds.

Q. Chairman Principi - With no encroachment issues at NASB and the significant encroachment issues at Oceana, did you look at moving any aircraft here from Oceana?

A. Mr. Anthony (CFFC) - Moving F-18's to Brunswick would put them too far from the fleet, creating problems with training/readiness.

Comment. Chairman Principi - NAS Fallon isn't near the fleet.

A. Mr. Anthony - NAS Fallon is a training base, no aircraft are assigned there.

Comment. Chairman Principi - I am puzzled as to why the Navy wants to move all operational forces out of New England. With the exception of McGuire AFB and Ft Drum in New York, all of DoD is leaving the Northeast.

Q. Chairman Principi - Why keep the base open with no aircraft assigned.

A. Mr. Anthony - Strategic importance.

Comment. Commissioner Newton - We will have to analyze the data to see if this proposal has any strategic value. We will have to see if the mission synergies outweigh the strategic loss.

Comment. Commissioner Newton - Clearly there are some hidden costs here.

Q. Commissioner Coyle - MMA will have new capabilities. Do you see a change in the way you would operate here in Brunswick using that aircraft?

A. Commodore Hewitt - No, would not change our operations in support of homeland defense.

Q. Commissioner Coyle - If the Navy puts more emphasis on cruise missile defense, how would that impact you here?

A. Commodore Hewitt - The new capabilities of MMA will shape the way we do business.

Comment. Commissioner Newton - We really need to look at the response time to the major cities in the Northeast if we close NAS Brunswick.

Q. Are we going to look at the cost savings now or later?

A. BRAC Commission staff - Later

Comment. Commissioner Bilbray - The cost savings in this scenario don't make sense.

Comment. Commodore Hewitt - Savings based on maintenance support personnel are P-3 specific and cannot be carried over after conversion to MMA.

Q. (unknown - one of the Commissioners) - asked about active/reserve integration.

A. Commodore Hewitt - VP-92 and VP-26 have led the Navy in integration of active and reserve forces. Integration has enabled the reserve forces to train and operate the latest equipment, making them worldwide deployable. This has benefited both active and reserve forces.

Q. (unknown - one of the Commissioners) - How will the move impact on reservist from New England who won't have a squadron to fly with?

A. Commodore Hewitt - Reserve personnel will have to make a personal choice on maintaining affiliation with the Navy Reserve. Many of them may choose not to affiliate if they have to travel a great distance.

Q. (unknown - one of the Commissioners) - Are pilots the only people that attend SERE training or do other people go?

DCN: 11621

A. Capt Winneg - All combat pilots and aircrew go through SERE. Occasionally, other specialties, such as SEALs attend.

Kessler, Michael, CIV, WSO-BRAC

From: Hanna, James, CIV, WSO-BRAC
Sent: Tuesday, May 24, 2005 2:28 PM
To: Barrett, Joe, CIV, WSO-BRAC; Epstein, David, CIV, WSO-BRAC; Fetzer, William, CIV, WSO-BRAC; Furlow, Clarenton, CIV, WSO-BRAC; Hanna, James, CIV, WSO-BRAC; Kessler, Michael, CIV, WSO-BRAC; McDaniel, Brian, CIV, WSO-BRAC; Tickle, Harold, CIV, WSO-BRAC
Subject: FW: Contacts
Importance: High

fyi...

From: Biddick, Dennis CIV [mailto:dennis.biddick@navy.mil]
Sent: Tuesday, May 24, 2005 2:10 PM
To: WSO-BRAC Hanna (E-mail)
Cc: Davis, Anne R. SES DASN(ISA); Banaji, Darius CDR CNI HQ
Subject: FW: Contacts
Importance: High

Jim:

Here are the critical ones. CNRNE is the regional Commander POC, the others are the specific base POC's. Will assume you will contact them all. We will follow up tomake sure there aren't any questions. r/DB

Dennis Biddick
Chief of Staff
DASN Infrastructure Strategy and Analysis
dennis.biddick@navy.mil
(703) 602-6500
(703) 602-6550 (fax)

Adm King CNR NE
Subgr 2:10
SSW
Zach
Cant
imp by

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

-----Original Message-----

From: Banaji, Darius CDR CNI HQ
Sent: Tuesday, May 24, 2005 1:40 PM
To: Biddick, Dennis CIV
Cc: Davis, Anne R. SES DASN(ISA); Daughety, Steve CTR CNI HQ; Rohrbach, Dale CDR CNI HQ
Subject: RE: Contacts
Importance: High

Conjunct Base NE
Return to
all mems ?
Banaji

Sir: As discussed, here are the POCs for NE locations...others to follow:

CNRNE: Mr. William Foster; 860-694-5682 *Commander Navy Region Center N-E Exec Dir?*

SUBASE New London: CAPT Sean Sullivan; 860-694-3400 *- to Sean Sullivan*
XO. COL Skow
Portsmouth NSY: CAPT John Iverson; 207-438-2700 *Chairman*
Comm Newfor
Co-Bray
Coyle

XO - call 860 625-9646

NAS Brunswick: CAPT Robert Winneg; 207-921-2201

Vr/Darius

-----Original Message-----

From: Biddick, Dennis CIV
Sent: Tuesday, May 24, 2005 13:18
To: Banaji, Darius CDR CNI HQ
Cc: Davis, Anne R. SES DASN(ISA)
Subject: FW: Contacts

Need to get this info ASAP. Can you forward the POC info to me. Thanks. r/DB

Dennis Biddick
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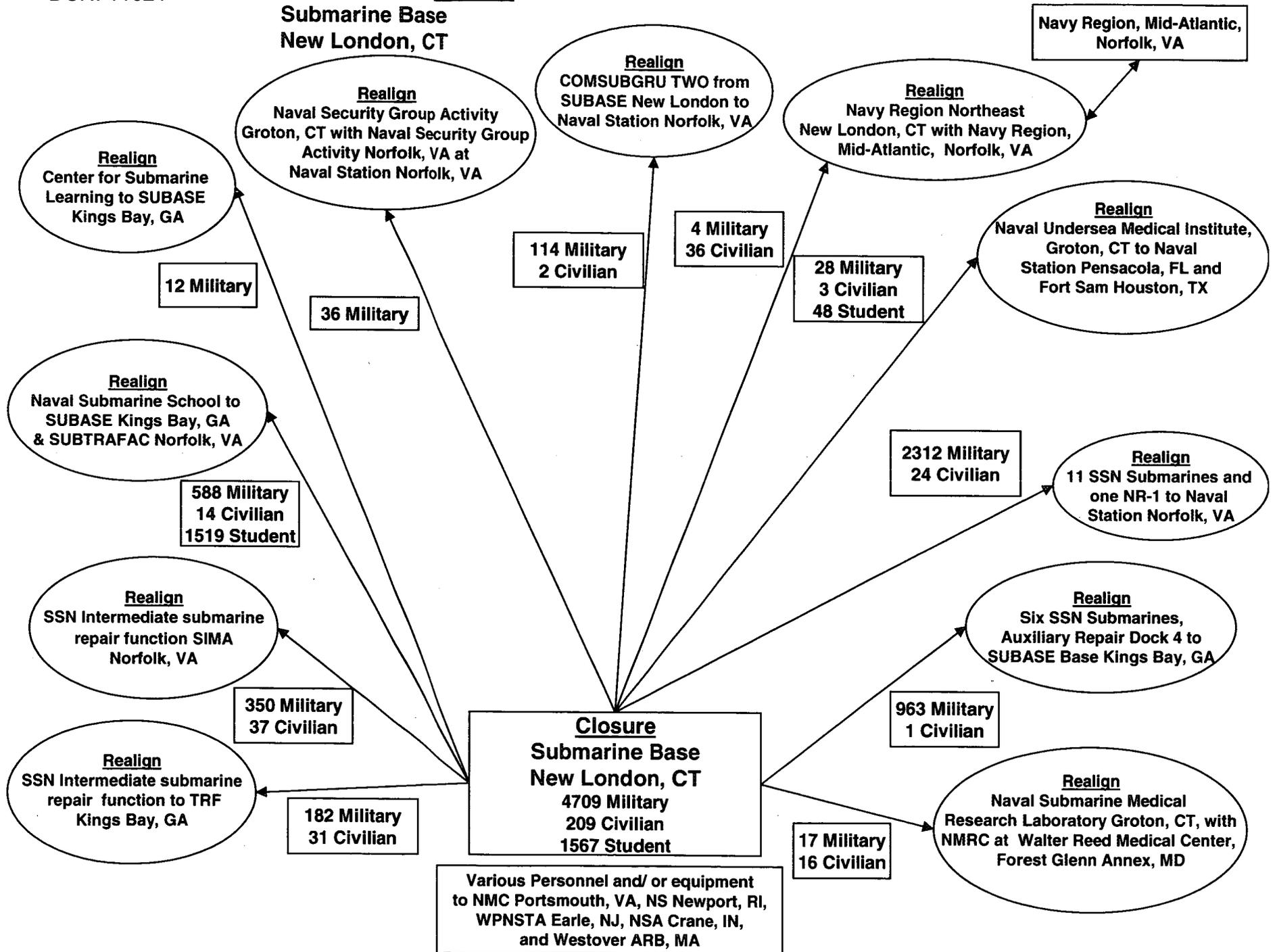
-----Original Message-----

From: Hanna, James, CIV, WSO-BRAC [mailto:James.Hanna@wso.whs.mil]
Sent: Tuesday, May 24, 2005 12:42 PM
To: Biddick, Dennis CIV
Cc: Davis, Anne R. SES DASN(ISA)
Subject: Contacts

Dennis, trying to "help" our front office get in touch with the right people for the visits. Can you pass me the appropriate contact info for the Commission visits? Wolves closest to the door are New London, Portsmouth NSY, Willow Grove, Great Lakes, NSWC Crane, NAVFAC SE, Charleston.

Thanks, Jim

Recommendation for Closure Submarine Base New London, CT



Tickle, Harold, CIV, WSO-BRAC

From: Foster, William CIV CNRNE Business Resource [william.foster1@navy.mil]
Sent: Friday, July 22, 2005 8:11 AM
To: Watters, Robin RDML CNRNE; Salerno, Michael CIV CNRNE Deputy 01; Winneg, Robert S
CAPT NAS Brunswick, CO; Sullivan, Sean CAPT; Hansen, William C CAPT; Lotring, Arnold O
CAPT SUBMARINE LEARNING CTR; Kenny, Mark W. RDML CNRNE
Cc: Zendan, Chris CIV SUBASE; Dakin, Stephen C LT NMCRC WORCESTER; Banaji, Darius
CDR CNI HQ; Daughety, Steve CTR CNI HQ; Schuck, Dave W. CIV NAVAIR B2187 S3190
Code 4.5.6; Fernandes, David A. LTJG SUBMARINE SCHOOL 518, 2, 201; Skaw, Stephen
CDR SUBASE; Boutot, Brian J LCDR CNRNE, Admin; Mike Gilmore (E-mail); Womack,
George G CAPT NAS Brunswick, PCO; Swan, Kenneth A. CAPT SUBMARINE SCHOOL;
Lowery, Frank CAPT Commander Submarine Group 2; Steel, Cindy CIV Admin; Morales,
Aluin PROTOCOL; Anthony, Mark H CIV FFC N44; Hal Tickle (E-mail)
Subject: BRAC Commissioner Visit Update
Attachments: Foster, William CIV CNRNE.vcf

Sirs,

Here is the latest information I received from Mr. Tickle yesterday afternoon regarding the Commissioners' visit to the NE. Commissioners Turner and Skinner will visit NASB. Only Commissioner Turner will visit PNSY and SUBASE. Mr. Tickle has been communicating with NASB directly, I believe with CAPT Womack to work the details there. There also is direct communication with PNSY to work that visit.

Schedule:

26 July 0730/0800 NASB brief followed by tour. ~~Complete by 1000 followed by short community availability~~

1400/1430 PNSY visit

27 July 0800 SUBASE visit. Same briefs and tour (visit only two training devices). Complete by 1000 .

Mr. Tickle and Mr. Jim Hanna will be accompanying the Commissioners. They plan is to stay at the Mystic Marriott the evening of the 26th. Will need an escort to the SUBASE Wednesday morning.

At this point, based on discussion with CODEL liaison, Mr. Tickle doesn't anticipate much political presences.

I am setting up a meeting Monday morning, 25 July, 0900 in bldg 439 VTC conference room to finalize details of SUBASE visit. Briefers will be RDML Watters - region; CAPT Sullivan - SUBASE; CAPT Hansen - Group II; and CAPT Swan - SLC. CAPT Sullivan will provide SUBASE tour, in conjunction with CAPT Hansen and CAPT Swan. Please forward

7/22/2005

revised briefs ASAP.

Cheers,

Bill Foster

Deputy Business Manager (CNRNE N1)

Navy Region Northeast

email: william.foster1@Navy.Mil

Comm: 860-694-5682

DSN: 694-5682

Cell: 860-501-2152

<<Foster, William CIV CNRNE.vcf>>

-----Original Message-----

From: Foster, William CIV CNRNE Business Resource

Sent: Wednesday, July 20, 2005 17:39

To: Watters, Robin RDML CNRNE; Salerno, Michael CIV CNRNE Deputy 01; Winneg, Robert S CAPT NAS Brunswick, CO; Sullivan, Sean CAPT; Hansen, William C CAPT; Lotring, Arnold O CAPT SUBMARINE LEARNING CTR

Cc: Zendan, Chris CIV SUBBASE; Dakin, Stephen C LT NMCRC WORCESTER; Banaji, Darius CDR CNI HQ; Daughety, Steve CTR CNI HQ

Subject: BRAC Commissioner Visit

Sirs:

Tentative plan is for two BRAC Commissioners, BGEN Turner and Mr. Skinner, to visit several activities in the northeast. Main purpose of their visit is a required visit to NASB as a result of the commissions vote to consider closure of NASB. This change requires a visit by at least two Commissioners. It is an official BRAC Commission visit with the same format as the previous Commission visit.

The current very tentative schedule is for BGEN Turner and Mr. Skinner to conduct an informational visit PNSY the morning 26 July, and the official visit to NASB on the afternoon of 26 July. BGEN Turner, and possibly Mr. Skinner, will conduct an informational visit (Navy briefs and base tour) to SUBASE NLON on the morning of 27 July.

This is all based on initial information provided by Mr. Tickle, BRAC Commission Staff. Will provided details as I get them.

V/R,

Bill Foster

Deputy Business Manager (CNRNE N1)

Navy Region Northeast

email: william.foster1@Navy.Mil

Comm: 860-694-5682

DSN: 694-5682

Cell: 860-501-2152

<< File: Foster, William CIV CNRNE.vcf >>

Davis, Anne R. SES DASN(ISA)

From: Kenny, Mark W. RDML CNRNE
Sent: Wednesday, June 01, 2005 6:45 PM
To: Davis, Anne R. SES DASN(ISA)
Cc: Biddick, Dennis CIV; Mccreary, Terry RADML CHINFO WASHINGTON DC, CHINFO; Daugherty, John R CAPT COMSUBLANT COS; Munns, Charles L VADM COMNAVSUBFOR N00; Moore, Lester L CAPT CSL N00KM; Banaji, Darius CDR CNI HQ; Lotring, Arnold O CAPT SUBMARINE LEARNING CTR; Hanson, William CAPT Commander Submarine Group 2
Subject: BRAC Follow-up Clarification for Chairman Principi--New London visit, 31 May 05

Ms. Davis,

We had the pleasure of hosting Mr. Principi and three commisioners in New London yesterday for BRAC discussions and tours. I am the Submarine Group Commander and the Navy Region Northeast Commander and from our perspective, the visit went well. Based upon a press release from the New London Day this morning, I do need to pass the following e-mail to Mr. Principi to clarify a discussion point from our visit to the VIRGINIA simulator at Naval Submarine School.

I would appreciate that you would pass this to Chairman Principi, thank you.

Very Respectfully, Mark

Mr. Chairman,

Thank you again for the opportunity to discuss the New London Base Realignment and Closure (BRAC) recommendations with you and your commissioners on Tuesday, 31 May 2005. We were honored by your visit and interest.

I wanted to clarify a point that I made to you and your commissioners during our tour of the Virginia Ship Control Operator Trainer (VSCOT) at the Submarine School. While I was discussing the submarine force plan for the early deployment of the USS VIRGINIA (SSN 774), our newest submarine, I failed to provide you with the specifics on why we can consider deploying the ship early.

General Dynamics Electric Boat Company is building the Virginia Class submarine in partnership with Northrop Grumman Newport News shipyard. The lead ship, USS VIRGINIA, was built at Groton. By utilizing the state of the art trainers and simulators at Submarine School in Groton, the Command and Control System Module Off Hull Assembly and Test Site (COATS) facility that is only at Electric Boat, and the COMSUBGRU TWO Readiness and Training Team in Groton, the USS VIRGINIA crew was able to achieve a high state of readiness by the time the ship was commissioned.



DCN: 11621

Due to the VIRGINIA crew's advanced readiness for operations at sea, the submarine force is pursuing an earlier deployment before VIRGINIA's Post Shipyard Availability (PSA). The PSA is a twelve-month follow-on maintenance period that historically precedes any ship's initial deployment. This early deployment would allow the Combatant Commander the service of a submarine; in this case the most capable and technologically advanced boat in the world, about eighteen months early.

The synergy in New London that was discussed during your visit certainly was a key factor in this process. I failed to clarify that similar case could be made at Northrop Grumman Newport News shipyard for the next Virginia class submarine that is under construction there. If the Submarine School trainers, the Electric Boat COATS facility and the readiness staffs were relocated in Norfolk, we would pursue similar efficiencies.

I apologize that I did not provide you a clearer perspective. Our goal is to provide operational availability to the war fighter sooner and we could conceivably expand this early deployment "proof of concept" to a Northrop Grumman Newport News submarine construction scenario if the appropriate testing and training assets were relocated to Norfolk.

Again thank you for your visit. I understand the tremendous responsibility you and your team have in making these difficult but crucial decisions. If you need any more information on this issue or have any other questions concerning your visit, we are standing by to support you.

Very Respectfully,

MARK W. KENNY

Rear Admiral, United States Navy

Commander Submarine Group Two

Commander Submarine Group Ten

Commander Navy Region Northeast

New London CT Office (860)694-3341

Kings Bay GA Office (912)573-2990

V/R

CAPT Bill Hanson, USN

Chief of Staff, SUBGRU 2

william.hanson1@navy.mil <<mailto:william.hanson1@navy.mil>>

860-694-3341

860-625-9685 (cell)

Summary

Based on the above review, the DON has acknowledged \$54 million of additional one-time costs and \$6.6 million of annual recurring costs, which should be reflected in the COBRA analysis. These additional costs have been previously acknowledged and do not appreciably affect the final COBRA result.

COBRA Analysis Overview

One-Time Costs	Community Analysis	DON Acknowledged
One-time military construction costs underestimated:	\$269 M	\$54M
One-time moving costs understated:	\$31 M	\$0
One-time environmental closure costs understated:	\$27.5 M	\$0
One-time environmental remediation costs ignored:	\$125 M	\$0
Total One Time Costs	\$452.5M	\$54
Recurring Costs		
Recurring personnel savings overstated:	\$84 M/yr	\$5.4M/yr
Recurring other unique costs underestimated:	\$42 M/yr	\$1.2M/yr
Recurring loss of reduced overhead at EB unaccounted for:	\$50 M/yr	\$0
Total Recurring Costs	\$176M/yr	\$6.6M/yr



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

03 August 2005

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi:

This is in response to the August 1, 2005 inquiry (HJT #11) from Mr. Frank Cirillo of your staff concerning Submarine Base New London. Mr. Cirillo inquired what Military Construction projects are programmed for Submarine Base New London and what Military Construction projects are planned for future programming at Submarine Base New London. The attached spreadsheet, which was coordinated with Commander, Navy Installations, addresses your questions.

I trust this information is responsive to your requirements. If we can be of further assistance please contact us via e-mail at bracprocess@navy.mil.

Sincerely,

A handwritten signature in black ink that reads "Anne Rathmell Davis".

Anne Rathmell Davis
Special Assistant to the Secretary of the
Navy for Base Realignment and Closure

Enclosures:
As stated

(CH0788 DON0274) OSD BRAC Clearinghouse Tasker C0788

UIC	ACTIVITY	PNO	TITLE	COST (\$000)	Current Program Year
Programmed MILCON Projects for SUBASE New London					
N00129	SUBASE New London	464	Replace Submarine Pier 31	\$30,787	2008
N00129	SUBASE New London	476	Waterfront Crane Maintenance Facility	\$4,218	2011
N00129	SUBASE New London	465	Replace Submarine Pier 2	\$30,152	2008
N00129	SUBASE New London	402	Waterfront Operations Small Craft Facility	\$7,087	2010
N00129	SUBASE New London	466	Replace Submarine Pier 12	\$31,146	2009
N00129	SUBASE New London	477	Construct Periscope Maintenance Shop	\$3,664	2010
N00129	SUBASE New London	404	Construct Indoor Swimming Pool	\$10,675	2011
MILCON Projects Planned for Future Programming at SUBASE New London				910.6M	
N00129	SUBASE New London	467	Replace Submarine Pier 10	\$29,160	
N00129	SUBASE New London	478	Submarine Learning Center	\$2,650	
N00129	SUBASE New London	479	Consolidated Training and Conference Facility	\$6,851	
N00129	SUBASE New London	468	Replace Submarine Pier 32	\$26,000	
N00750	SUBSCOL Groton	480	Submarine Electronics Ops/Nav/Comm Training Facility	\$38,490	
N00129	SUBASE New London	469	Replace Submarine Pier 33	\$27,000	

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REGION PRIORITY IN INFADS	ENTERPRISE CLAIMANT	ENTERPRISE PRIORITY IN INFADS	RS	UIC	ACTIVITY	PNO	TITLE	COST (\$000)	NOTES
1	CFFC		N4	N00129	SUBASE New London	464	Replace Submarine Pier 31	\$28,810	
2	NAVSEA	6	N4	N66604	NUWC Division, Newport	075	Submarine Payloads Integration Laboratory	\$15,660	
3	NAVSEA	10	N4	N00102	Portsmouth Naval Shipyard, ME	266	Structural Shops Consolidation	\$19,820	
4	CFFC		N4	N60087	NAS Brunswick	199	Construct Aircraft Operations Building	\$10,720	
5	CFFC		N4	N00129	SUBASE New London	476	Waterfront Crane Maintenance Facility	\$4,220	
6	CFFC		N4	N32411	NAVSTA Newport	468	Water System Improvements	\$6,120	
7	CFFC		N4	N32446	NSA Portsmouth Shipyard, ME	280	Gate 2 Security Improvements (CT)	\$3,540	
8	NAVSEA	18	N4	N66604	NUWC Division, Newport	079	ASW Technology Center	\$16,000	
9	NAVSEA	22	N4	N00102	Portsmouth Naval Shipyard, ME	267	Transducer Test and Calibration Facility	\$8,040	
10	CFFC		N4	N32446	NSA Portsmouth Shipyard, ME	282	Construct Global Submarine Component Facility, Inc 1	\$9,780	
11	CFFC		N4	N60087	NAS Brunswick	196	Combined Aircraft Crash Structural Fire Rescue Station	\$7,320	
12	CFFC		N4	N32411	NAVSTA Newport	451	BEQ Replacement (STA-21)	\$25,350	
13	CFFC		N4	N32411	NAVSTA Newport	453	Replace Fuel Oil Storage Tanks	\$5,490	
14	NSSOC		N4	N60087	NCTS Cutler	001	Relocate and Construct New Fire Station	\$1,990	
15	CFFC		N4	N69213	NWS Earle	034	Main Gate Security Improvements (CT)	\$5,440	
16	CFFC		N4	N00129	SUBASE New London	465	Replace Submarine Pier 2	\$30,630	
17	NETC	18	N4	N00124	Naval War College	010	National Security Research Center, Phase 1	\$35,723	
18	CFFC		N4	N32446	NSA Portsmouth Shipyard, ME	283	Construct Global Submarine Component Facility, Inc 2	\$9,555	
19	CFFC		N4	N60087	NAS Brunswick	195	Runway Lighting Upgrades	\$5,410	
20	CFFC		N4	N00750	SUBSCOL Groton	480	Submarine Electronics Ops/Nav/Comm Training Facility	\$38,490	
21	NAVSEA	37	N4	N66604	NUWC Division, Newport	068	Electromagnetic Sensor Facility	\$19,190	
22	NAVSEA	40	N4	N00102	Portsmouth Naval Shipyard, ME	269	Consolidated Emergency Control Center	\$7,800	
23	CFFC		N4	N68335	NAES Lakehurst	145	Main Gate Entry Control Facilities (CT)	\$3,380	
24	CFFC		N4	N32411	NAVSTA Newport	339	Coasters Harbor Island Vehicular Bridge Replacement	\$8,410	
25	NETC	22	N4	N00124	Naval War College	010A	National Security Research Center, Phase 2	\$27,000	
26	CFFC		N4	N60087	NAS Brunswick	209	Construct Bachelor Enlisted Quarters	\$19,800	
27	CFFC		N4	N00129	SUBASE New London	402	Waterfront Operations Small Craft Facility	\$3,030	
28	NAVSEA	39	N4	N00102	Portsmouth Naval Shipyard, ME	268	Waterfront Support Facility	\$19,843	
29	NAVSEA	49	N4	N66604	NUWC Division, Newport	076	Submarine Launcher and Missile Systems Laboratory	\$12,940	
30	CFFC		N4	N32446	NSA Portsmouth Shipyard, ME	285	Construct Addition to CBQ	\$9,690	
31	CFFC		N4	N60087	NAS Brunswick	207	Construct Transient BQ	\$15,820	
32	CFFC		N4	N32411	NAVSTA Newport	448	Hazardous Material Storage Facility	\$2,540	
33	CFFC		N4	N32411	NAVSTA Newport	450	Construct Replacement BQ	\$21,300	
34	NAVAIR	20	N4	N68335	NAES Lakehurst	139	Aircraft Carrier Aviation Integrated Test Center	\$17,920	
35	CFFC		N4	N32411	NAVSTA Newport	459	Gate 4 Security Improvements (CT)	\$2,060	
36	CFFC		N4	N00129	SUBASE New London	466	Replace Submarine Pier 12	\$28,910	
37	CFFC		N4	N32411	NAVSTA Newport	452	Construct OTC-N BQ	\$36,350	
38	NAVSEA	61	N4	N66604	NUWC Division, Newport	081	Intrusion Detection Laboratory	\$5,212	
39	CFFC		N4	N00129	SUBASE New London	477	Construct Periscope Maintenance Shop	\$5,040	
40	NAVSEA		N4	N32446	NSA Portsmouth Shipyard, ME	284	Construct Addition to CBQ	\$9,790	
41	CFFC		N4	N60087	NAS Brunswick	175	Weapons Magazine Replacement	\$6,220	
42	CFFC		N4	N32411	NAVSTA Newport	455	Naval Justice School Alterations	\$3,590	
43	NAVAIR	17	N4	N68335	NAES Lakehurst	251	Advanced Arresting Gear Research Facility	\$14,332	
44	NETC		N4	N00124	Naval War College	011	Secure Parking Supply Center	\$17,250	
45	CFFC		N4	N00129	SUBASE New London	467	Replace Submarine Pier 10	\$29,160	

9/1/2012

FORCE STRUCTURE

Tickle, Harold, CIV, WSO-BRAC

From: Cincotta, Steven J CDR BRAC [steven.cincotta@navy.mil]
Sent: Thursday, July 14, 2005 10:49 AM
To: 'Harold. Tickle (E-mail)'
Subject: FYI

1) Without SUBASE New London Navy is limiting our capacity to appropriately size submarine force structure. DoN cannot berth 55 submarines (historical force structure requirement in 1990's) without SUBASE New London. Is this correct? please elaborate/explain answer. (DASN IS&A)

It is not correct that we cannot berth 55 submarines without SUBASE New London. However, it is important to note that the number of submarines was irrelevant to our analysis. Our capacity analysis focused on the ability to accommodate the entire surface/subsurface fleet as identified in the force structure plan (FSP). We did not perform a platform specific capacity analysis. Our analysis was based on the FSP as submitted in Mar 04 (which, incidentally, included 55 submarines). That capacity analysis indicated sufficient excess berthing capacity in the aggregate to close the capacity at SUBASE New London and therefore, based on military value and other considerations, scenarios were developed to relocate the submarines to other available homeports (Norfolk and Kings Bay). The current fleet laydown for 56 SSN submarines (upon commissioning of HAWAII and TEXAS), 4 SSGN submarines, and 14 SSBN submarines was used during the Scenario Analysis phase of BRAC 2005 to determine the ability of existing homeports to accommodate the relocation of the 17 submarines homeported at New London. All Department of the Navy Recommendations reflect support of this Order of Battle utilizing current naval activities which homeport operational units. This means that the closure of New London was based on the need to berth that current force laydown. The surface/subsurface bases remaining after the DON BRAC recommendations can homeport all assets that will exist through the implementation period (2005-2011). Additional berthing for submarines is also available at naval activities which do not currently homeport operational units (e.g. co-located shipyards/operational bases; stand-alone shipyards; weapon stations). We did review our capacity analysis based on the revised and currently approved FSP submitted in Mar 05 and determined that the changes made did not impact any of the previous scenarios/recommendations developed for surface/subsurface installations. The changes in the FSP meant that, hypothetically, we could have recommended closure of more than we did recommend.

CDR Steven Cincotta
DASN (IS&A) BRAC 2005
Senior Submarine Analyst
OPS Branch
703-602-6499
(fax) 703-602-6550

DCN: 11621



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

12 July 2005

Mr. Frank Cirillo
Director
Review and Analysis
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202

Dear Mr. Cirillo

This correspondence is in response to your request of July 13, 2005 (HJT#9) regarding the 20-year Force Structure Plan number of Fast Attack Submarines (SSNs) used in the BRAC process.

The March 2004 Force Structure Report provided to Congress by the Joint Staff showed 55 Attack Submarines in 2024. This was based on the best analysis at the time. Navy's submission to the Congress in March of 2005 presented a reduced submarine force of 45 Attack Submarines in 2024.

My office is available to provide a brief the Navy's Force Structure and its integration into the BRAC process.

I trust this information satisfactorily addressed your concerns. If we can be of further assistance, please let me know.

Sincerely,

A handwritten signature in cursive script, appearing to read "Anne R. Davis".

Anne Rathmell Davis
Special Assistant to the Secretary of the Navy
for Base Realignment and Closure



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

8 August 2005

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street
Arlington, VA 22202

Dear Chairman Principi:

This is in response to the July 29, 2005 (HJT#10) inquiry from Mr. Frank Cirillo of your staff concerning Fast Attack Submarines. His question and our response follow:

What is the total number of Fast Attack Submarines (SSNs) that could be supported at U.S. Naval Bases if BRAC recommendations were accepted as written?

The total number would be 66 SSNs.

The breakdown of this number by base is:

Pearl Harbor:	19	<u>Now</u> 16
Bangor/Bremerton	3	1
San Diego	9	5
Guam	3	3
Norfolk	24	22 (Grand)
Kings Bay	8	6

These numbers reflect the Operational Commander's assessment of the number of submarines that could be fully supported based not just on berthing capability, but also maintenance support, training support and availability of crew housing. These numbers do not include berths which are SSN capable, but not designated for SSNs.

I trust this information satisfactorily addresses your concerns. If we can be of further assistance, please let me know.

Sincerely,

Anne Rathmell Davis
Special Assistant to the Secretary of the Navy
for Base Realignment and Closure



ACQUISITION,
TECHNOLOGY
AND LOGISTICS

THE UNDER SECRETARY OF DEFENSE

3010 DEFENSE PENTAGON
WASHINGTON, DC 20301-3010

JUL 15 2005

Mr. Barry Holman
Defense Capabilities and Management
U.S. Government Accountability Office
441 G Street, N.W.
Washington, D.C. 20548

Dear Mr. Holman,

This is the Department of Defense response to the Government Accountability Office (GAO) final report, GAO-05-785, "Analysis of DoD's 2005 Selection Process and Recommendations for Base Closures and Realignment," dated July 1, 2005.

The Department previously provided technical corrections and oral comments on the draft report during the week of June 20, 2005. The Department appreciates GAO's recognition that "DOD's decision-making process for developing its recommendations was generally logical, well documented, and reasoned." The report also notes that Department was "consistent in adhering to the use of military value criteria, including new considerations introduced for this round, such as surge and homeland defense." Additionally, the Department fully agrees with GAO's finding that audits by the DoD Inspector General and the individual Service Audit Agencies "concluded that the extensive amount of data used as a basis for BRAC decisions was sufficiently valid and accurate for the purposes intended."

The Department generally agrees with GAO's observations on the process, but disagrees with GAO's concerns regarding projected savings. While the report acknowledges that savings would be achieved and that projected savings are large, it expresses concern, however, that much of the savings result from military personnel reductions at BRAC sites. The report states "without recognition that these are not dollar savings that can be readily applied elsewhere, this could create a false sense of savings available for other purposes."

The issue regarding the treatment of military personnel savings represents a longstanding difference of opinion between DoD and GAO. The Department considers military personnel reductions as savings that are just as real as monetary savings. While the Department may not reduce overall end-strength, the reductions in military personnel for each recommendation at a specific location are real. As is the case of monetary savings, personnel reductions allow the Department to apply these military personnel to generate new capabilities and to improve operational efficiencies.

As the Department has indicated in its oral comments, it intends to develop a system for tracking and periodically updating its savings estimates for the BRAC 2005 round as recommended by GAO.

The Department's additional concerns are outlined in the enclosure.

The Department appreciates the work performed by the GAO in this regard and appreciates the opportunity to comment on the final report.

Sincerely,



Michael W. Wynne
Chairman, Infrastructure Steering Group

Department of Navy

Issue: GAO states "the recommendations to close Submarine Base New London, Connecticut, and Portsmouth Naval Shipyard, Maine...are based on projected decreases in the number of submarines in the future force structure" (pg. 104).

Response: This statement is not factually correct for Submarine Base New London, and is repeated in substance in the second sentence of the second paragraph in this section ("...the projected 21 percent reduction in the submarine force led the Navy to analyze various proposals to close submarine bases"). The analysis leading to the recommendation to close Submarine Base New London was based on a calculation of aggregate excess capacity for the entire surface/subsurface function derived from the original Force Structure Plan, without regard to type of platform. As the Chief of Naval Operations indicated in his testimony on May 17, 2005, the subsequent reduction of submarine force structure in the revised Force Structure Plan served to confirm the

Enclosure pg. 3

viability of this recommendation. However, submarine bases were not analyzed as a separate subset of installations, and the details of Force Structure Plan decreases were not used to develop scenarios for analysis. To the extent the decommissioning of ships was reflected in the Force Structure Plan, this was accounted for in scenario analysis, as in the case of Naval Station Ingleside (decommissioning of mine warfare ships). That was not the case for Submarine Base New London: all reported submarines homeported at Submarine Base New London were relocated in the scenario analysis.

Issue: Regarding the Submarine School at Submarine Base New London, GAO states "The BRAC Commission may want to assure itself that the Navy has developed a transition plan to satisfy the training and certification requirements until the receiving sites are able to perform this training, without unduly interrupting the training pipeline" (pg. 105).

Response: We have already responded to a question from the Commission on this topic and look forward to continuing the discussion.

Issue: Regarding Portsmouth Naval Shipyard, GAO states "The Commission may wish to consider the views of the shipyard employees and the results of the Navy's review in their analysis of this recommendation" (pg. 108).

Response: We have already responded to a question from the Commission on this topic and look forward to continuing the discussion.

Davis said in her letter that for the purposes of BRAC, the Navy's analysis presumed the ratio of submarines in the Atlantic and Pacific remained the same as it is today. ■

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But Principi, in his letter dated May 24, asked the Navy to explain why, when its own analyses showed closing the submarine base at San Diego would yield "an early return on investment," the Navy did not put San Diego on its list of possible closures.

Anne R. Davis, the Navy secretary's special assistant for BRAC issues, acknowledged that closing San Diego would save money and reduce excess capacity.

"However, the Infrastructure Evaluation Group did not approve the recommendation because Subase San Diego is the only West Coast homeport for attack submarines and its closure would limit submarine basing options on the West Coast," Davis wrote.

That's not entirely true, Navy sources noted. For years, the Navy has homeported the attack submarine USS Parche, which was decommissioned last year, at Bangor, Wash., where the Navy still maintains Submarine Squadron 19 (for attack submarines)

SSBNs 1SSGN = 6
"2 SSNs - ?
1 SSN
Ship yard?"

The USS Jimmy Carter, an attack submarine commissioned last year, is expected to be homeported in Bangor starting this fall, and the Navy is working on plans to homeport the other two Seawolf-class attack submarines, USS Seawolf and USS Connecticut, there as well.

"Additionally, the loss of submarine logistic support in San Diego would reduce the ability for submarines to use the training areas off the San Diego coast without having to transit a great distance from a support base," Davis' letter continued. "The Infrastructure Evaluation Group also determined that loss of the strategic location at Ballast Point (Calif.) was undesirable."

The Navy sources said there are key arguments to be made for Groton's "strategic location" as well. Groton is significantly closer to the North Atlantic and Europe than any other submarine base, and by going over the North Pole, submarines homeported in Groton can actually reach East Asia quicker than those based in San Diego.

Although the rules governing the BRAC process say every base was to be considered for closing, Davis acknowledged that "we did not analyze a scenario on relocating the existing assets/forces from Kings Bay (Ga.) due to the high military value of Kings Bay."

Under the Pentagon's plan, Kings Bay would get one of the three Groton-based submarine squadrons, as well as the Naval Submarine School now located in Groton.

The Navy response to Principi also indicates that the Navy is planning for a fleet of 45 submarines in its 20-year force structure plan. In testimony before the commission, the chief of naval operations had intimated that the force could drop to as low as 37 to 41, but the Navy secretary said the number was not official.

Supporters of the Groton base contend a force larger than 45 submarines would probably preclude the base's closing because the Navy would find itself running short of submarine berths. But the Navy doesn't address a key issue: How many submarines would be homeported on each coast?

The more submarines the Navy retains in the Atlantic, the stronger the case for Groton. But the Navy clearly is shifting its strategic focus from the Atlantic, where it kept its attention on Soviet forces during the Cold War, to the Pacific, where it faces potential threats from China and North Korea.

The Day

Featured in Military

Navy Says San Diego Sub Base Spared 'For Strategic Reasons'

Supporters say Groton base just as strategic

By **ROBERT A. HAMILTON**

Day Staff Writer, Navy/Defense/Electric Boat

Published on 7/14/2005

The submarine base at San Diego was in the Navy's sights early in the base realignment and closure, or BRAC, process, but was kept off the list of bases to be closed for strategic reasons, the Navy acknowledged this week in a letter to a top base-closure official.

The chairman of the Defense Base Closure and Realignment Commission, former U.S. Secretary of Veterans Affairs Anthony J. Principi, who is reviewing the Navy's recommendations, asked the Navy to defend its decision in a letter made public this week on the commission's Web site.

The disclosure has encouraged people fighting to overturn the Pentagon's recommendation to close the Naval Submarine Base in Groton.

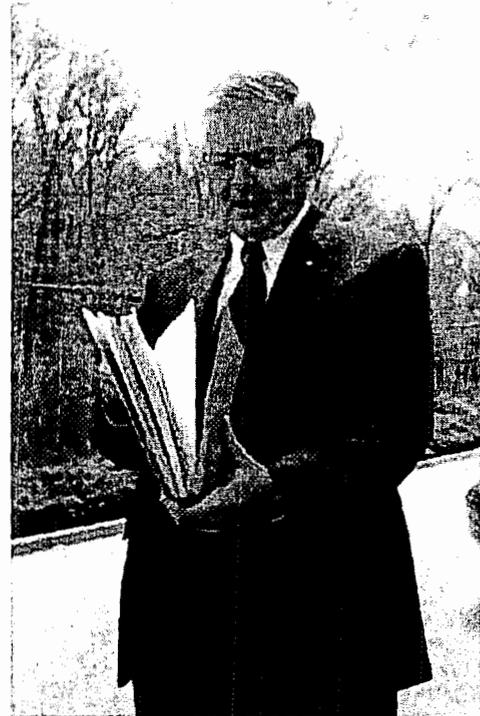
"It seems Secretary Principi shares some of the same concerns we have about the process," said John C. Markowicz, chairman of the Subbase Realignment Coalition.

In his testimony to the commission at a hearing in Boston last week, Markowicz charged that San Diego had fewer submarines than Groton, less capacity for submarines and less capability to handle nuclear-related repairs, but still got an exemption.

"I stand by my testimony," Markowicz said Wednesday.

Principi's letter is encouraging to the coalition because it shows that as early as late May, the commission, which will decide whether to take the Groton base off the closure list, recognized that other bases got consideration that Groton did not.

According to the Navy's BRAC rankings, San Diego scored higher than Groton in military value — 58.29 to 50.68.



Day file photo

Subbase Realignment Coalition Chairman John C. Markowicz, and others are questioning why Dan Diego's sub base received a free pass while Groton's was targeted for shutdown in the latest base closure and realignment process.



Submarine Homeports and Support

Draft Deliberate Document For Discussion Purposes Only Do Not Release Under FOIA



COMSUBGRU TWO



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

August 10, 2005

The Honorable Robert R. Simmons
United States House of Representatives
Washington, DC 20515

Dear Congressman Simmons:

This is in response to your recent letter concerning Electric Boat (EB), New London, CT. The answer to the question contained in your letter has been coordinated with Naval Sea Systems Command (NAVSEA). Your question and our response follow.

If SUBASE New London is closed, please quantify the resulting cost impact to the Navy of: new submarine construction; major submarine conversion and alteration; and submarine maintenance and repair.

Closure of SUBASE New London will not impact submarine conversion and alteration since the last SSGN conversion is scheduled for completion by October 2007. The impact to new submarine construction and submarine maintenance and repair is that the fixed overhead from EB maintenance contracts that support work at SUBASE New London would be distributed to existing contracts unaffected by the closure, e.g., new construction, planning yard, and design/research and development contracts. The FY05 value of the maintenance contracts impacted by the closure recommendation is \$56.6M, of which approximately \$9M is fixed overhead that would be distributed to other existing contracts. The FY05 value of unaffected contracts (the Virginia Class new construction contract/options, Virginia Class Lead Yard Services contract and the Submarine Planning Yard contract) is \$910M. Therefore, the redistributed \$9M of fixed overhead (in FY05 dollars) is less than 1% of the unaffected contracts based on FY05 contracts in place. The actual dollar impact would depend on the value of the contracts in place at the time of closure.

I trust this information is responsive to your requirements. If we can be of further assistance, or if you would like to meet with me staff to discuss this matter further, please contact me at (703) 602-6500.

Sincerely,

A handwritten signature in cursive script, appearing to read "Anne R. Davis".

Anne Rathmell Davis
Special Assistant to the Secretary of the Navy
for Base Realignment and Closure



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

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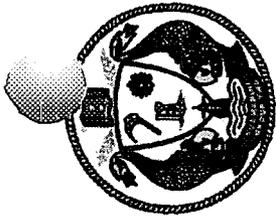
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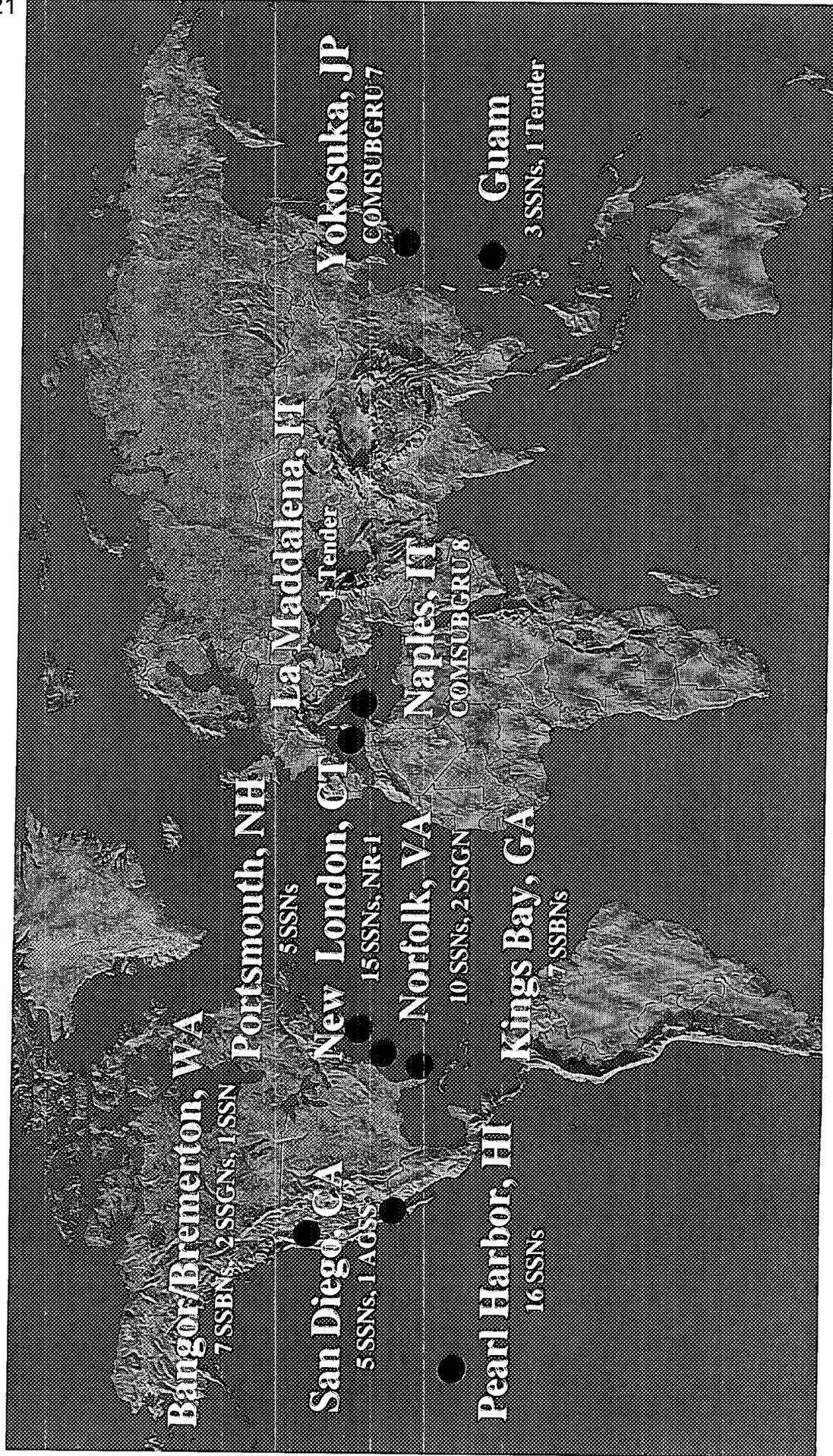
Anne Rathmell Davis
Special Assistant to the Secretary of the Navy
for Base Realignment and Closure



Submarine Homeports and Support

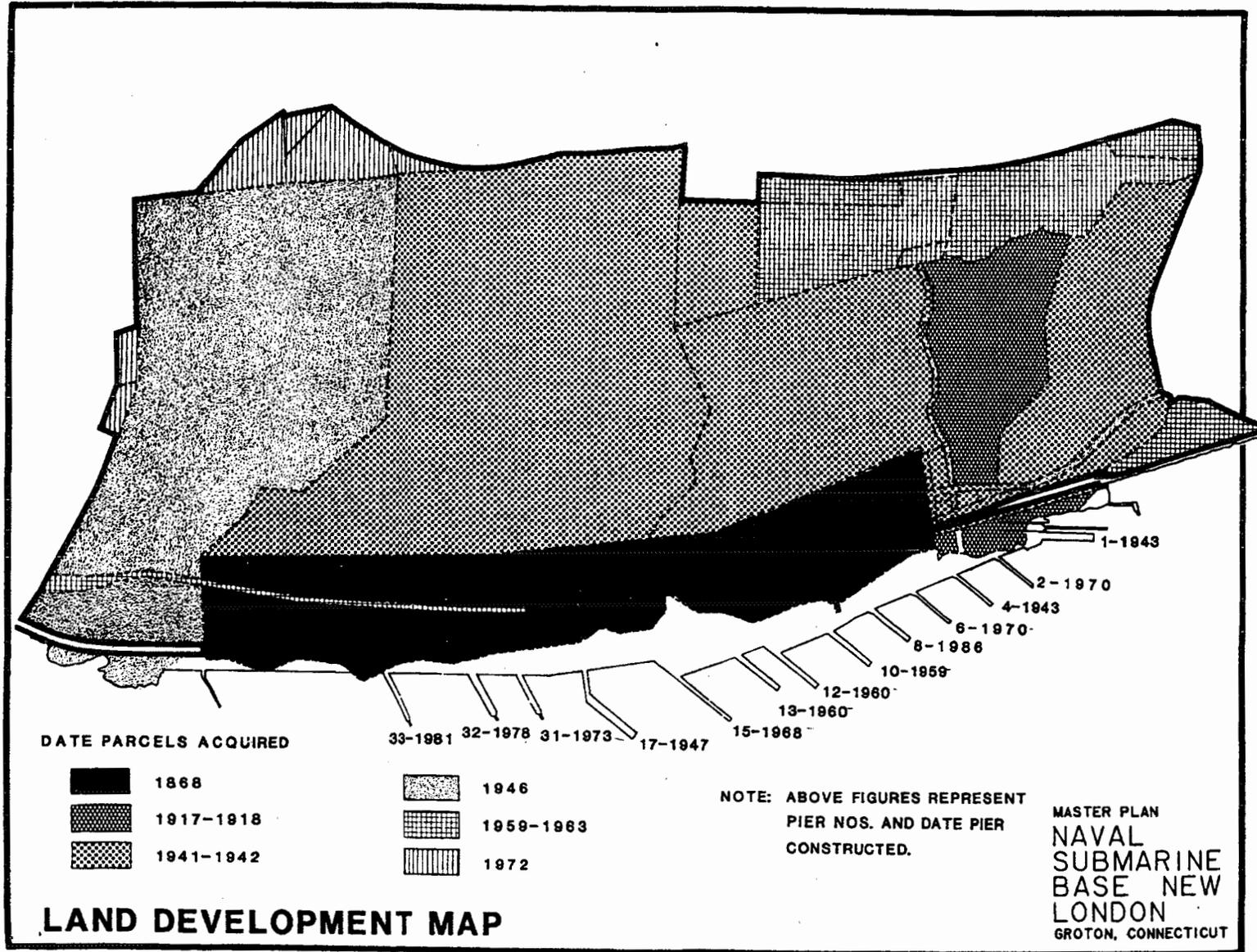
DCN: 11621

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COMSUBGRU TWO

SUBASE Land Development History

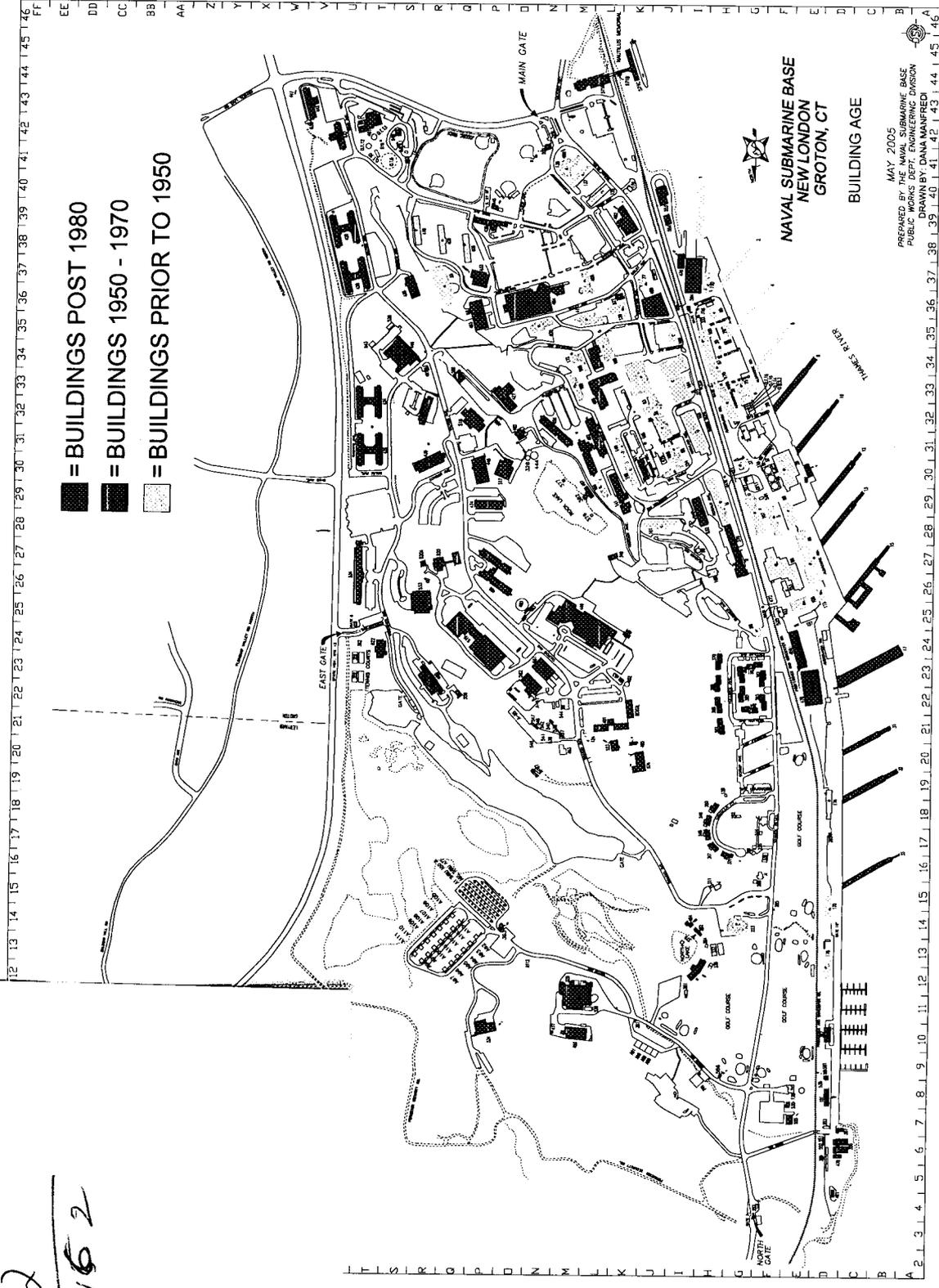


7G-2

PLATE 7G-2

Ages of buildings on SUBBASE

-  = BUILDINGS POST 1980
-  = BUILDINGS 1950 - 1970
-  = BUILDINGS PRIOR TO 1950



MAY 2005
 PREPARED BY: TERRY MANFREDI, PACE
 PUBLIC WORKS DEPT. ENGINEERING DIVISION
 DRAWN BY: DANA MANFREDI
 38 39 40 41 42 43 44 45 46

1980 + - '15
 1450-70-55
 1950-62
 162

5/27/2005

P.R.?
BOS counts at N.L. not at Kings Bay
of vice versa
contractors and how \Rightarrow N.L. different

56 SSN
4 SSBN
14 SSBN
17 N.L.

NAVAL SUBMARINE BASE NEW LONDON

ISSUES

- DoD recommendation to close appears to comply with all eight criteria
- Excess capacity reduced from about 25% to 17% (New London closure represents about 4% of that reduction)
- Choices are Norfolk (Fleet Concentration Area) or Kings Bay (SSBN base; no SSNs stationed)
- Three major parts: 18 SSNs, Submarine School/Learning Center, Maintenance Support
- Plus Electric Boat collocation (two of the next three SSNs are being built at Northrop Grumman Newport News, VA)
- Collocation of Submarine School trainers and Command and Control System Module Off Hull Assembly and Test Site (COATS) facility at E-B results in early delivery of new SSN (could be replicated at Newport News)
- March 2004 Force Structure Plan for 2024: 55 SSN; Congressional submission March 2005: 45. Closure recommendation was based on 55 (decision made prior to lower number). Also, excess capacity considerations were irrespective of specific platforms.
- Eleven SSNs to Norfolk, six SSNs plus NR1, dry-dock and subschool to Kings Bay (also recommended to gain USNS Waters from Naval Ordnance Test Unit (Canaveral))
- Norfolk capacity is sufficient; no significant community impacts
- Kings Bay, plenty of base capacity with limited student Sailor amenities in town
- Student throughput concerns during transition from New London to Kings Bay
- Environmental cleanup costs/conversion of New London to State/community use

all NO/GREEN
ISSUES - all community
accept COATS - (personnel)
- 9M over E-B
- 54M annual
- 2M TRUSS
Foundation
E-B

MISC VALUE
3 1/2
4/3
39

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

Total number of military: 7096

Civilian: 952

Military transfers: 6205

Civilian transfers: 317

Approximately 635 civilian billets eliminated (about \$572M savings)

Approximately 165 officers and 726 enlisted billets eliminated (about \$165M + \$580M or \$745M)

Costs (25)
5-4M dry dock
9M over E-B
2M TRUSS
Personnel savings
Personnel 2100M
200M

1.51
1.21

Ran COBRA without military billet savings: five years vs three year payback; NPV of \$700M versus \$1.57B

TOTAL Ft 2
BOS/Savings

DoD and how a whole base
Close N.L. use of 3 sub base in East Coast
NOVA/King Bay
11 sub 7 6: sub base
main support
sub school
E-B > N.L. sub base
LWS - 2.4M
Cost savings 300M
> 120M
20-11 P. 12
2.5 + B NPV
6M
3M/yr truss
5.1M
9M over E-B
Personnel 1000M
10 to 1.5
Personnel - main
21B

Kings Bay capacity

17,000 acres total with about 2,500 acres suitable for development. Based 11,000 personnel in 1995; all BRAC actions would not reach that level in 2011.

Seven SSBNs, two homeport shifts to Bangor 10/2005

Four oldest Ohio (Tridents) converting by EB in Puget Sound and NNSY in Portsmouth. Florida/Georgia to Kings Bay 06/07 respectively

SSBN: 524' x 33' 143 times two crews

SSGN: 560' x 42' (tomahawk/MK 48s) 154 men and 66 spec ops

SSN: Seawolf: 353' x 40' draft 35'	displacement 8K tons	127 crew
Virginia: 377' x 34'	displacement 7.8L tons	113 crew
LA 360' x 33	displacement 6.9K tons	127 crew

Norfolk Capacity:

Home ported 20 to 25 SSNs in mid-80s

New London Environmental Remediation Issues identified during August 2, 2005 meeting with Connecticut Department of Environmental Protection Commissioner Gina McCarthy.

During the meeting several issues were identified by the state including:

1. **Cost of radiological cleanup.** The state has estimated at least \$31.5 million vs. the \$9.95 million identified in the Navy payback calculations. The Navy based their assumptions on decommissioning of the Naval Nuclear Propulsion Program area of the base and a small percentage of the remainder of the base. The state assumption is that a much large part of the base will need to be investigated and potential remediation completed. The state feels the current historical radiological survey of the base is incomplete and does not identify areas of the base where radium dials and other types of radiological waste could have been disposed. The Navy is currently updating the survey and this may answer some of the concerns. The state appears to be taking a worst case scenario in to account in their estimate. Currently there is no way to place a cost on potential remediation until the survey of the base is complete. The state may very well be correct, but the Navy has a starting point included in the payback calculations. There are currently no known areas of radiological contamination other than the ones included in the Navy estimate.
2. **Environmental restoration cost to complete.** The state has estimated approximately \$125.5 million vs. \$23 million identified by the Navy. The disparity involves the types of costs included in each estimate. The Navy used the FY 2003 Defense Environmental Restoration Program estimates for cost to complete reported in the FY 2003 report to Congress. These estimates generally include environmental restoration of contamination prior to 1986 and may not include some of the UST cleanup cost identified in the state's estimate. All of the cost to complete estimates we have from DoD are based on the same assumptions. Yes, there will be additional costs to cleanup sites on the facilities prior to transfer. These will include USTs, industrial waste treatment facilities, wash racks, maintenance shoes and so on. These costs have not been identified by DoD to the BRAC Commission. As long as the Commissioner's are educated on what is included in the estimates, we have provided them with the information as required in the BRAC law.
3. **Additional environmental restoration cost.** The state provided a list of restoration costs that they feel must be considered. A spread sheet with cost to backup the Superfund part of their estimate was also included. This cost was approximately \$65 million however, the spread sheet only adds up to approximately \$45 million (I removed an error of \$4.3 million in their calculations, but could not identify the remainder of their estimate). The estimate also includes some petroleum storage tank remediation which may not be included in the Navy estimate. The state indicated that most of the Superfund cost they identify would be in remediation of the Area A wetlands, after

discussions with EPA staff, I feel the state may have over estimated the cost the remediate this area. The area the state estimated was sampled and only a limited area may have contamination that requires excavation. I could not identify from the information provided what the \$35 million for pesticide remediation would include. I could also not verify the \$12 million for hazardous waste restoration. This seems excessive since the cost under this item would be to close out any storage areas the Navy may currently operate and currently there again is no information that there is contamination to remediate. The same goes for the \$12 million in UST costs, there is no information concerning how many tanks would actually need remediation. The state's estimate is largely based on a worst case scenario and these are costs the Navy will be responsible for whether the base closes or stays open.

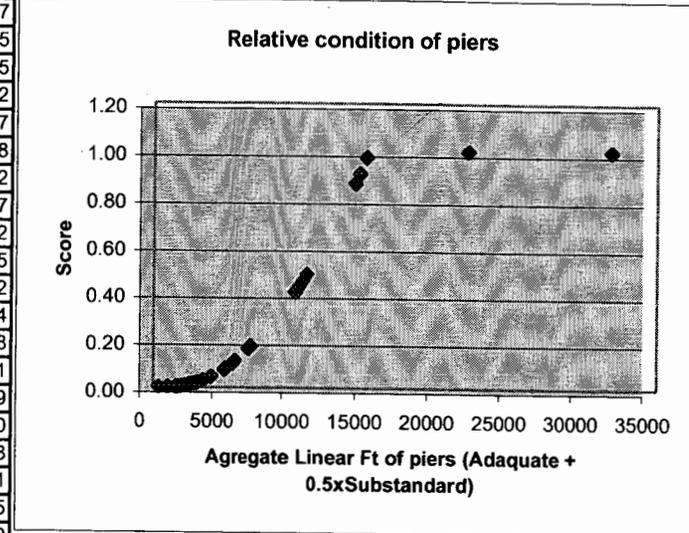
4. **Federal Facilities Agreement.** The argument appears to be based upon the FFA from 1994 which has a section on property transfer. My reading of the section indicates that transfer is still governed by CERCLA Section 120 which controls the transfer of all Federal property. So this facility will be no different than others, with the exception that the radiological clean-up requirements will need to be met. There are conditions in 120 that will allow early transfer, prior to completion of remediation with additional signed agreements. Although the property may not be transferred within six years, most of the property could be available through a lease in furtherance of transfer within that time frame. Based upon past rounds the cleanup could be delayed. The current round of BRAC has facilities that are further along in the cleanup program area than past rounds.
5. **Additional Environmental Factors.** It is true that Kings Bay has some restrictions to protect the right whales but, I understand that it is only during calving season and restricts the speed that boats must travel with the protected area.

Scoring Statement 4
IEG Weight

Relative Condition of Piers		
DC / Qu	1/1.8.1.A+G	1/1.8.1.A+G
3.515		
0.5 factor		

Function Parameters:
Function . Min . Max
8 . 1000 . 0 . 15000

Activity	Adequate LF	Substandard LF	Aggregate LF	Mil Value Score	Mil Value
COMNAV MARIANAS GU	12492	3640	14312	0.90	3.18
NAS KEY WEST FL	2950		2950	0.02	0.07
NAS NORTH ISLAND CA	3421	13397	10119.5	0.42	1.49
NAS PENSACOLA FL	1780	580	2070	0.01	0.02
NB VENTURA CTY PT MUGU CA	4478	866	4911	0.08	0.27
NAVSHIPYD PORTSMOUTH NH	5135	620	5445	0.10	0.35
NAVSHIPYD NORFOLK VA	520	4448	2744	0.02	0.05
NS BREMERTON WA	5478	18670	14813	0.97	3.42
NS EVERETT WA	3758	2250	4883	0.08	0.27
NS INGLESIDE TX	4950		4950	0.08	0.28
NS MAYPORT FL	9890		9890	0.40	1.42
NS NEWPORT RI	1472	3100	3022	0.02	0.07
NS NORFOLK VA	17814	7980	21804	1.00	3.52
NS PASCAGOULA MS	2740		2740	0.02	0.05
NS PEARL HARBOR HI	22865	17841	31785.5	1.00	3.52
NS SAN DIEGO CA	10436	7148	14010	0.86	3.04
NAB LITTLE CREEK VA	7488	5826	10401	0.45	1.58
SUBASE BANGOR WA	6494	720	6854	0.17	0.61
SUBASE KINGS BAY GA	9576	2240	10696	0.48	1.69
SUBASE NEW LONDON CT	500	2040	1520	0.00	0.00
SUBASE SAN DIEGO CA	6673		6673	0.16	0.58
WPNSTA SEAL BEACH at CONCORD CA		3720	1860	0.00	0.01
WPNSTA CHARLESTON SC	2650	2568	3934	0.04	0.15
WPNSTA EARLE COLTS NECK NJ	3690	3960	5670	0.11	0.39
WPNSTA YORKTOWN VA	2166	2400	3366	0.03	0.10
NAVMAG PEARL HARBOR	2500		2500	0.01	0.04
BLOUNT ISLAND CMD JAX FL	1000		1000	0.00	0.00
NAVORDTESTU CAPE CANAVERAL F	2396		2396	0.01	0.03
NSA PANAMA CITY FL	94	3121	1654.5	0.00	0.01
PMRF BARKING SANDS HI		755	377.5	0.00	0.00



Tickle, Harold, CIV, WSO-BRAC

From: Cincotta, Steven J CDR BRAC [steven.cincotta@navy.mil]
Sent: Thursday, July 14, 2005 11:50 AM
To: Remily, Alex T. Major; Biddick, Dennis CIV; Nickel, Ron CTR BRAC
Cc: Cincotta, Steven J CDR BRAC; Cowan, Timothy P CDR BRAC; Deputy, Carl W. CDR BRAC; Fairbairn, Edward J. CDR BRAC CP6,9,900,67; Frost, Daniel L. LCDR BRAC; Miller, Brian D. CDR NAVPERSCOM N123; Nichols, Christopher T. CAPT BRAC; Nickel, Ron CTR BRAC
Subject: New London's Healthcare Piece

ALCON,

The specifics behind the NLON closure of the Naval Ambulatory Care Center (NACC) is getting clearer:

NACC Personnel (BA on 30 SEPT 03)

92 Officers
310 Enlisted
133 Civilians

Movements of these personnel:

7 Civilians back to NEWPORT, RI (IT administrators of Northeast)
16 Officers and 33 Enlisted to the Branch Health Clinic in Kings Bay, GA
10 Officers and 18 Enlisted to the Naval Dental Clinic MIDLANT/Naval Medical Center Portsmouth, VA

Branch Health Clinic in Kings Bay, GA (39 BAs)

- A. Students moving to KBAY (1,447)
New stand alone MED/DEN Clinic to be constructed
2 Physician Assistants
8 Mental Health Services
15 Dental services
Total of 25 Personnel
- B. Increase in BHC for other Active Duty and Dependents
Used 1:1000 for Primary Care Manger/patient
Used 1:500 for Dentist/Active Duty
Assume influx of 1300 Active Duty and 1800 family members
3 Physicians
8 HMs
3 Pharmaceutical Services
Total of 14 Personnel

Naval Dental Clinic MIDLANT/Naval Medical Center Portsmouth, VA(28 BAs)

Assumed total of 2983 Active Duty with 7458 family members
"We have sufficient primary care capacity to care for the projected increase of 10,441 Prime enrollees."

3 Dentist
6 Dental Techs
7 Providers (Undersea Medicine/Flight Surgeon-for NOMI support)

9 Hospital Corpsmen
3 Civilians (note: intentionally transered Military billet vice Civ billet)

The TRICARE piece(by model)

Increased Recurring Cost at KBAY: \$4,443K/yr
Increased Recurring Cost at NF: \$2,994K/yr
Increased Recurring Cost at Other: < \$1M/yr

The COBRA Static data has specific details of usage and cost for each location. Focussing on NEW LONDON:

AVG TRICARE Cost/In-patient Visit: \$5,073
AVG TRICARE Cost/Out-patient Visit: \$93
AVG TRICARE Cost/Perscription filled: \$25

AD and Dependants Out Patient Visits to NACC: 104,214
AD and Dependants Perscriptions filled at NACC: 97,606

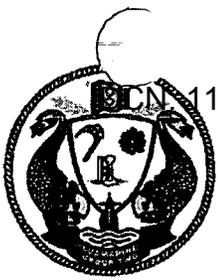
Retirees Out Patient Visits to NACC: 25, 028 (18,940 under age 65)
Retireess Perscriptions filled at NACC: 72,323

SO, for ALL of New London's NACC clients, if you went TRICARE ONLY, it would cost:
\$4.2M/yr in Perscriptions
\$12M/yr in Out Patient Visits

BUT, for ONLY the NACC's retiree clients:
\$1.8M/yr in Perscriptions
\$2.3M/yr in Out Patient Visits

The model algorithym has a bit more to it, but this starts giving you the picture in understandable terms.

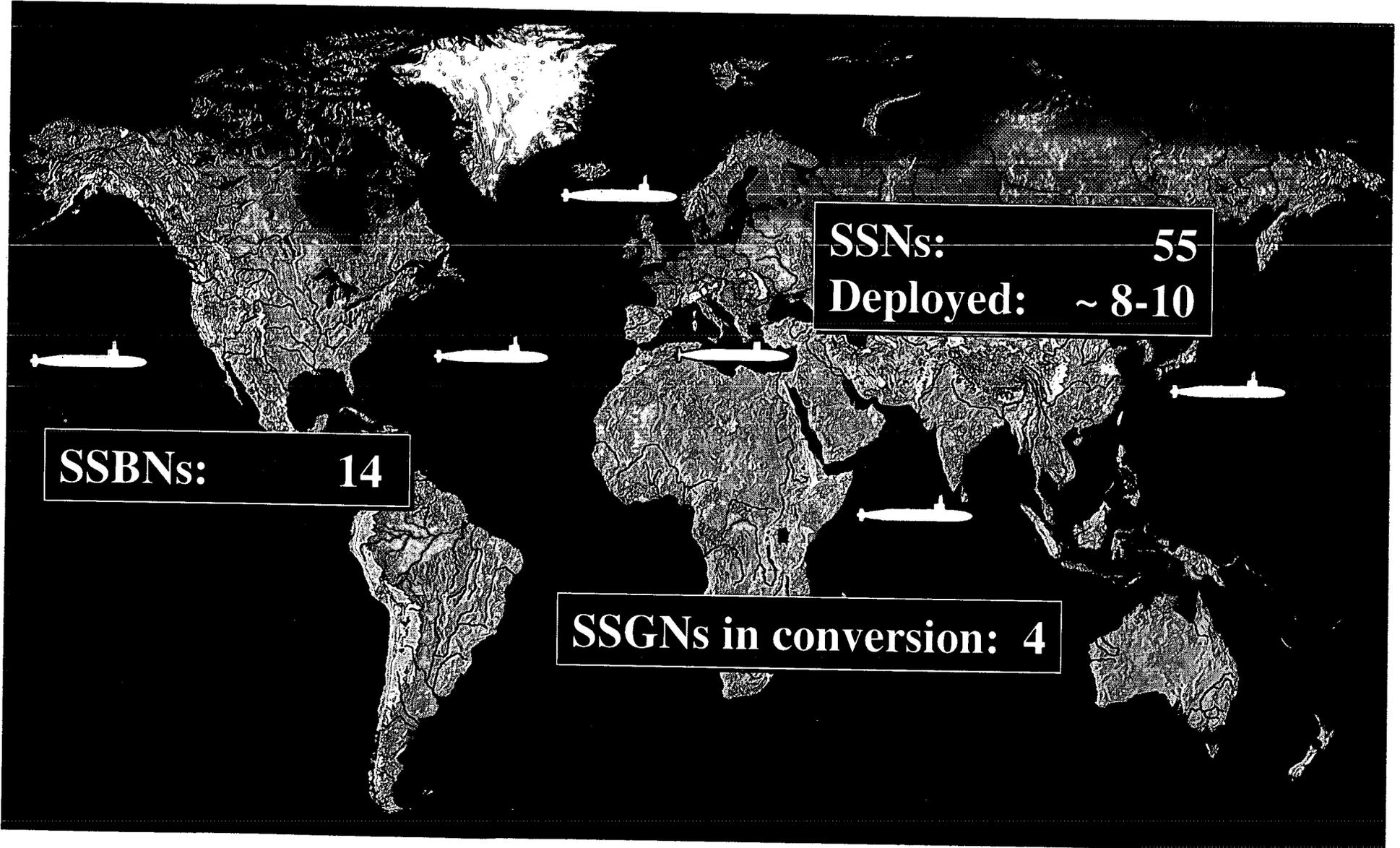
CDR Steven Cincotta
DASN (IS&A) BRAC 2005
Senior Submarine Analyst
OPS Branch
703-602-6499
(fax) 703-602-6550



CN 11621

Today's Submarine Force

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Military Value Scoring Surface-Subsurface Function

Ranking	DoN Activity - Active Bases Only	Military Value
1	NS PEARL HARBOR HI	74.50
2	NS NORFOLK VA	67.51
3	SUBASE KINGS BAY GA	63.51
4	NS BREMERTON WA	63.25
5	SUBASE BANGOR WA	62.98
6	NS SAN DIEGO CA	61.43
7	NAS NORTH ISLAND CA	59.68
8	SUBASE SAN DIEGO CA	58.29
9	NAB LITTLE CREEK VA	55.90
10	NS MAYPORT FL	55.71
11	NS EVERETT WA	50.68
12	SUBASE NEW LONDON CT	50.68
13	COMNAVMARIANAS GU	47.67
14	NS INGLESIDE TX	42.23
15	WPNSTA EARLE COLTS NECK NJ	39.07
16	NS PASCAGOULA MS	37.08

Summary Stats:	
Max:	74.50
Min:	37.08
Range:	37.42
Mean:	55.64
Median:	57.10
Std Dev.	10.12147

31st Grav. dual + .11
 Plus + .09

DCN: 11621



DEPARTMENT OF THE NAVY

COMMANDER, NAVY REGION NORTHEAST
BOX 101 NAVAL SUBMARINE BASE NEW LONDON
GROTON, CT 06349-5101

IN REPLY REFER TO:

5000
Ser D00/
31 May 2005

From: Commander, Navy Region Northeast
To: Honorable Anthony J. Principi, Base Realignment and
Closure Commission (BRAC)

Subj: NAVAL SUBMARINE BASE NEW LONDON BRAC BRIEFING

1. After our presentation to your BRAC Commission members, the group met to review. I am concerned that we may have left the impression that we believe that Submarine Base New London could accept additional submarines without additional infrastructure investment. To clarify Submarine Base New London would be able to accommodate additional submarines given investment in support infrastructure such as barracks, MWR facilities, etc.

A handwritten signature in cursive script that reads "R. Watters".

ROBIN M. WATTERS
RDML USNR
Deputy

OSD BRAC Clearinghouse Tasker 0783

Clearing House Question: *If SUBASE New London is closed, please quantify the resulting cost impact to the Navy of: new submarine construction, major submarine conversion and alteration; and submarine maintenance and repair.*

Background:

1. The Navy has three main contracts in place with EB to support work at SUBASE New London. The annual contract value (FY05) and employment supporting these contacts are:

Contract	Value	Employees
NRMD	\$22.3M	Varies ¹
NEMMI	\$34.2M	269
GOCO Dry Dock	\$8M	37

¹ Actual number of NRMD employees varies depending upon workload surge requirements. Range is from 80 -115 approximately

2. Per the BRAC COBRA outputs, the GOCO Dry Dock is to be moved to TRF Kings Bay GA to support home porting SSN 688 Class submarines moved.

3. There are currently no SSN 688 Class CNO availabilities scheduled to be accomplished by EB after FY07.

Recommendation Assumption: EB currently has a presence (approximately 102 FTE) at TRF Kings Bay GA in support of SSBNs. It will be assumed the GOCO Dry Dock relationship would be preserved or re-established with EB at TRF Kings Bay. Therefore, the GOCO dry dock was not included in response to this question.

Assessment:

- a. Approximately 40% of the NEMMI and NRMD contracts value is overhead.
- b. $\text{Overhead} = (22.3\text{M} + 34.2\text{M}) \times .4 = \22.6M
- c. Approximately 40% of the Overhead is Fixed Overhead that would be redistributed to other new construction, planning yard, and design/research and development contracts.
- d. $\text{Fixed Overhead} = \$22.6\text{M} \times .4 = \9M

Therefore, \$9M of fixed overhead per year would be redistributed to other existing contracts.

Actual Impact:

Impact to Submarine conversion and alteration: No impact, the last SSGN is scheduled to complete conversion by Oct 2007.

Impact to submarine maintenance and repair, and new submarine construction: \$9M per year distributed among EB Virginia Class new construction contract/options (FY05 value of approximately \$750M), Virginia Class Lead Yard Services contract (FY05 value of approximately \$40M) and the Submarine Planning Yard Contract (FY05 value of approximately \$120M). The \$9M impact represents less than 1% of the total value of the contracts identified.



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

17 August 2005

The Honorable Saxby Chambliss
United States Senate
Washington DC 20510

Dear Senator Chambliss:

This is in response to the August 16, 2005 inquiry from Mr. Clyde Taylor of your staff regarding graving docks at Submarine Base New London. His questions and our response follow:

Please see attached letter to the Commission from CM Simmons related to consideration of graving docks at New London.

The Navy states that although New London has 3 graving docks that only two are certified since one is under repair/construction. CM Simmons claims that it should be considered certified since it will be repaired in 2006 before any BRAC recommendations would take effect. The letter claims that only in this case was a dock or pier (or other Naval facility) which was under repair or renovation ignored or discounted in the Navy's analysis (2nd to last paragraph of the letter). My question is - is that true?

At the time Military Value scores were being evaluated, IAT analysts did not have information concerning the schedule of certification of drydocks and requested a corrected response upon receipt of a Naval Audit Service report. It is noted that the impact of one additional graving drydock on the military value score would have been an increase of 0.11 out of 100 points. With respect to alternate scenario DON-0004, to relocate SSNs from Norfolk to New London, other factors, in addition to the need for a new floating dry dock, were considered. Contrary to the letter from Congressman Simmons to Chairman Principi, this scenario does not provide \$237 million in savings over 20 years, but has a 20-year net present value cost of \$237 million.

I trust this information satisfactorily addresses your concerns. If we can be of further assistance, please let me know.

Sincerely,

A handwritten signature in cursive script that reads "Anne Rathmell Davis".

Anne Rathmell Davis
Special Assistant to the Secretary of the Navy
For Base Realignment and Closure



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

23 June 2005

The Honorable Anthony J. Principi
Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi:

This is a partial response to Clearinghouse Tasker #292 (HJT#1) regarding the June 10, 2005 inquiry from Mr. Frank Cirillo of your staff concerning Submarine Base New London. Below you will see the question asked of us, along with our response. I will forward other responses to Tasker #292 as we finalize the answers.

HJT#1: "It appears that data call statements/questions and weighting discretion available to the analyst could skew or pre-determine the outcome. What method was used to ensure a level playing field?"

This question appears to address the Surface-Subsurface Military Value Analysis.

The Military Value data call questions and statements and the weighting were developed and approved by the Infrastructure Evaluation Group (IEG) prior to any receipt or review of data call answers. The rationale was to develop a set of questions/statements to capture what is valued at DON Surface-Subsurface activities, without a view to any predetermined conclusion. The weighting was developed iteratively, first assigning weights to selection criteria, and weights to the five attributes within each selection criteria. Each specific statement received an IEG assigned "score" of 1-10 based on its importance, and was assigned applicability to any number of the four selection criteria. The resultant weighting of a question was therefore a function of the weighting of the attribute, number of applicable selection criteria, the number of other statements in its attribute applicable to the selection criteria (more questions would reduce the weight of each individual question), the weighting of the selection criteria, and the score assigned. Once the weights were tabulated, the IEG reviewed the final weighting to ensure there were no anomalies. Refer to the deliberative record (IEG minutes - RP 0080, 0082, 0085, 0103, 0111, 0121, 0124, 0130) found on the DoD website:
<http://www.dod.mil/brac>.

The questions were constructed to provide either a "yes/no" or scalable response. For the yes/no questions, the activity received full or no credit depending on their response. For scalable questions, the analysts tabulated the value or the rolled-up values for each activity, and applied a function to assign credit ranging from full credit to zero credit. Linear or Non-linear functions were used to provide meaningful discrimination for the answers and prevent skewed results. When any function was used, the results for the scoring statement was graphically displayed to the Department of the Navy Analysis

Group (DAG). Although the analyst exercised some discretion, it was within the limits of the approved military value scoring process and the DAG reviewed the functions used. Refer to DAG minutes (RP-0189, 0190, 0203) found on the DoD website: <http://www.dod.mil/brac>. The worksheets for the scalable questions for the surface/subsurface function are attached to this letter. We will be happy to provide other functional worksheets upon request.

I trust this information is responsive to your requirements. If we can be of further assistance, or if you would like to meet with me staff to discuss further, please contact us via e-mail to bracprocess@navy.mil.

Sincerely,



Anne Rathmell Davis
Special Assistant to the Secretary of the
Navy for Base Realignment and Closure

DCN: 11621

Tickle, Harold, CIV, WSO-BRAC

From: Hanna, James, CIV, WSO-BRAC
Sent: Tuesday, August 16, 2005 8:07 AM
To: Tickle, Harold, CIV, WSO-BRAC
Subject: FW: Kings Bay

From: Biddick, Dennis CIV [<mailto:dennis.biddick@navy.mil>]
Sent: Tuesday, August 16, 2005 8:06 AM
To: WSO-BRAC Hanna (E-mail)
Subject: Kings Bay

FYI - here is what we got back from the field, which makes sense to me. r/DB

I spoke with our Chief Engineer. He stated there was only one area during initial base construction which required soil stabilization. This area is not located where any planned future construction would occur. He also stated that he was not aware of any other areas on base that would require soil stabilization. The buildings on this installation on upper base are built on spread footing and/or pilings which is common construction practice. The buildings at the waterfront are constructed on pilings.

Dennis Biddick
Chief of Staff
DASN Infrastructure Strategy and Analysis
dennis.biddick@navy.mil
(703) 602-6500
(703) 602-6550 (fax)

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

12 July 2005

Mr. Frank Cirillo
Director
Review and Analysis
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202

Dear Mr. Cirillo

This correspondence is in response to your request of July 13, 2005 (HJT#9) regarding the 20-year Force Structure Plan number of Fast Attack Submarines (SSNs) used in the BRAC process.

The March 2004 Force Structure Report provided to Congress by the Joint Staff showed 55 Attack Submarines in 2024. This was based on the best analysis at the time. Navy's submission to the Congress in March of 2005 presented a reduced submarine force of 45 Attack Submarines in 2024.

My office is available to provide a brief the Navy's Force Structure and its integration into the BRAC process.

I trust this information satisfactorily addressed your concerns. If we can be of further assistance, please let me know.

Sincerely,

A handwritten signature in cursive script, appearing to read "Anne R. Davis".

Anne Rathmell Davis
Special Assistant to the Secretary of the Navy
for Base Realignment and Closure



DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

August 10, 2005

The Honorable Robert R. Simmons
United States House of Representatives
Washington, DC 20515

Dear Congressman Simmons:

This is in response to your recent letter concerning Electric Boat (EB), New London, CT. The answer to the question contained in your letter has been coordinated with Naval Sea Systems Command (NAVSEA). Your question and our response follow.

If SUBASE New London is closed, please quantify the resulting cost impact to the Navy of: new submarine construction; major submarine conversion and alteration; and submarine maintenance and repair.

Closure of SUBASE New London will not impact submarine conversion and alteration since the last SSGN conversion is scheduled for completion by October 2007. The impact to new submarine construction and submarine maintenance and repair is that the fixed overhead from EB maintenance contracts that support work at SUBASE New London would be distributed to existing contracts unaffected by the closure, e.g., new construction, planning yard, and design/research and development contracts. The FY05 value of the maintenance contracts impacted by the closure recommendation is \$56.6M, of which approximately \$9M is fixed overhead that would be distributed to other existing contracts. The FY05 value of unaffected contracts (the Virginia Class new construction contract/options, Virginia Class Lead Yard Services contract and the Submarine Planning Yard contract) is \$910M. Therefore, the redistributed \$9M of fixed overhead (in FY05 dollars) is less than 1% of the unaffected contracts based on FY05 contracts in place. The actual dollar impact would depend on the value of the contracts in place at the time of closure.

I trust this information is responsive to your requirements. If we can be of further assistance, or if you would like to meet with me staff to discuss this matter further, please contact me at (703) 602-6500.

Sincerely,

A handwritten signature in cursive script that reads "Anne R. Davis".

Anne Rathmell Davis
Special Assistant to the Secretary of the Navy
for Base Realignment and Closure

DCN: 11621

Naval Submarine Base New London

ISSUES

- DoD recommendation to close ~~appears to comply~~^{compleys} with all eight criteria
- Excess capacity
- Choices are Norfolk (Fleet Concentration Area) or Kings Bay (SSBN base; no SSNs stationed)
- Three major parts: 17 SSNs, Submarine School/Learning Center, Maintenance Support
- Fifty-five is in latest SSN requirement, but buy rate looks like 41 or so in 2020 (tracks with CNO testimony); Navy capable of supporting 66
- Eleven SSNs to Norfolk, six plus NR1, dry-dock and subschool to Kings Bay (also recommended to gain USNS Waters from Naval Ordnance Test Unit (Canaveral)
- New London is an old base with old facilities: 160 buildings (60 built before 1950; 55 1950-1970; 45 after 1980). 13 piers, 3 built in 1940s and unusable; \$54M MILCON approved for 2005 including @28M for pier replacement. \$110M MILCON 06-11 (\$90M for piers) and \$130M after that (\$82M for piers)
- Norfolk crowded, but has accommodated 24 or more SSNs in mid-1980s. No significant community impacts
- Kings Bay, lots of base capacity. Jacksonville is 45 to 60 minutes away.
- New London - Electric Boat collocation
- Collocation of Submarine School trainers and Command and Control System Module Off Hull Assembly and Test Site (COATS) facility at E-B
- Student throughput concerns during transition from New London to Kings Bay (implementation issue; has been done by Nuclear Power School in Charleston when Orlando closed in 1995). About \$170M to move to Kings Bay; 1995 Nuclear Power School: about \$130M. 40% of SSN Sailors train at Charleston, 9-12 month program. Half stay for prototype training, the other half go to New York for prototype. SSBN and Surface Nuclear Sailors are also trained in Charleston.
- Environmental cleanup costs/conversion of New London to State/community use; Navy states about \$23M, Community states \$123M. *Have spent \$56M*

24

125

17 categories with

Piers	Location
name	AGE
E-B	
E-B	cut of piers / Bsd / Refinement etc
in 87-12	Dry dock / Pier / rest of
School	

Medical
force station

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$679.6 million
- Net Savings (Cost) during Implementation: \$345.42 million
- Annual Recurring Savings: \$192.78 million
- Return on Investment Year: 2014 (Three)
- Net Present Value over 20 Years: \$1.58 billion

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>
Baseline	7096	952
Reductions	(7096)	(952)
Total	(7096)	(952)

Total number of military: 7096 Civilian: 952

Military transfers: 6205 Civilian transfers: 317

Approximately 635 civilian billets eliminated (about \$572M savings)

Approximately 165 officers and 726 enlisted billets eliminated (about \$165M + \$580M or \$745M)

DCN: 11621

Kings Bay capacity

Seven SSBNs, two homeport shifts to Bangor 10/2005

Four oldest Ohio (Tridents) converting by EB in Puget Sound and NNSY in Portsmouth.
Florida/Georgia to Kings Bay 06/07 respectively

SSBN: 524' x 33' 143 times two crews

SSGN: 560' x 42' (tomahawk/MK 48s) 154 men and 66 spec ops

SSN: Seawolf: 353' x 40' draft 35'	displacement 8K tons	127 crew
Virginia: 377' x 34'	displacement 7.8L tons	113 crew
LA 360' x 33'	displacement 6.9K tons	127 crew

Norfolk capacity

Northrop Grumman Newport News building two of the next three VA class SSNs



Installation	Scenario	Description	New Facility	Rehab	Location	Comments	Cost
NAVSTA Norfolk	GAIN	Reassignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	Build new helicopter Hanger	54,415 SF Hanger		Located primarily within the footprint of LP-3	LP-3 Demolished Cobra
NAVSTA Norfolk	GAIN	Reassignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	HM-15	38,801 SF Vehicle Maintenance		Located primarily within the footprint of LP-3	LP-3 Demolished Cobra
NAVSTA Norfolk	GAIN	Reassignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	HM-15	70,500 SF BEQ		3.6 acres south of Massey Hughes drive and west of Maryland ave	Cobra
NAVSTA Norfolk	GAIN	Reassignment of Corpus Christi, TX; relocate HM 15 to Naval Station Norfolk, VA	Supports HM-15 and Fleet parking requirements	24,500 SY Parking Garage		West of Pier 12, N/O BLDG Q99	11.1M
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Refurbish Existing Pier Infrastructure	15,500 SY	Pier 5	Required IOT facilitate the berthing of new Sub's at pier 5	1.5 M
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	New Pier	15,500 SY Pier	Pier at planned location (Pier 1)	DEMO existing pier 1 and build new 1	88M
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Supports new SUB E-1 thru E-3 personnel	300K SF BEQ 24,500 SY Parking		3.7 Acres adjacent and partially on site of X-360	Demo X-360 Pier 26 Club Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	New CDC and Youth Center	10,100 SF CDC 7,500 SF Yth Ctr		North of the Naval Safety Center, SP area	Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	COMSUBGRU TWO	33.2K SF Admin 3,300SY Parking		Baseball field east of CEP-170 (2.1 acres)	Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Region NE	5,000 SF Admin	N26	3rd Fr NE Corner	Cobra
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	Dredging	310,000 CY per pier	Pier's 3 and 5	Required IOT berth Sea Wolf class submarines	2.6 M 7



Installation	Scenario	Description	New Facility	Rehab	Location	Comments	Cost
NAVSTA Norfolk	GAIN	Close New London, move Sub's to Naval Station Norfolk, VA	NSGA	5,000 SF Ops	U132		Cobra
NAVSTA Norfolk	GAIN	Reassignment of Naval Station Newport, RI; relocate NWDC to Naval Station Norfolk, VA	Refurbish BLDG X-132 IOT facilitate NWDC	87,300	X-132	There are 12 different MILCONs that are desired IOT house the NWDC in this facility. IE ADMIN space; Security Office; Flag Suite; Auditorium; Receiving; Technical Library; Battle Center Lab; VTC; SCIF; Modeling	Cobra
NAVSTA Norfolk	GAIN	Reassignment of Naval Station Newport, RI; relocate NWDC to Naval Station Norfolk, VA	NWDC	11,375 Parking Garage	11,375	Adjacent to X-132	Cobra
NAVSTA Norfolk	GAIN	Closure Engineering Field Division Charleston, SC. Consolidate portions with Naval Station Norfolk	EFA NE	23,500 SF Admin		Addition to Z140 or A81	Cobra
NAVSTA Norfolk	GAIN	Realign Fleet Readiness Center's	AIMD			Naval Station gain's personnel from AWC Lakehurst, Cherry Point, and Trux Field	
NAVSTA Norfolk	LOSS	Close DFAS	DFAS	109,000 SF in Z-133			
NAVSTA Norfolk	LOSS	Realign SIMA/MARVAC and certain functions to NNSY	SIMA/MARVAC				To NNSY
NAVSTA Norfolk	LOSS	Commodity Management Privatization	Consolidate DDV's			Footprint of Z101, Z103, And Z107	Disestablish storage and distro functions, maintain minimum necessary to
NAVSTA Norfolk	GAIN/LOSS	Relocate Yorktown SPAWAR Det to Naval Station Norfolk	SPAWAR/SCE N			Bldg V53 ?	From NWS Yorktown 8



Department of the Navy
Infrastructure Analysis Team

Surface-Subsurface Capacity Analysis

<u>Capacity</u>	<u>CGES</u>
Max Theoretical	578
Non-Operational	-152
FRP - impact for	
Ship Maint & Weaps	- 50
Pier	
Maintenance (5%)	- <u>21</u>
Navy Operational	
<u>Capacity</u>	<u>355</u>

<u>Requirements</u>	<u>CGE</u>
20 year FSP	411
Less Shipyard	- 6
Less FDNF	- <u>38</u>
Net	367
Apply Inport %	
Paradigm (.726)	
Navy Operational	
<u>Requirement:</u>	<u>267</u>

DCN: 11621

32
 Excess = 88 CGE (25%)⁶ → 17.2
 56 CGE⁵ (17.2)
 Navy Operational Capacity - Navy Operational Requirement

Δ \$

72 (21%)



Department of the Navy
Infrastructure Analysis Team

Surface-Subsurface Capacity Data

Active Homeports	Capacity (CGE)
NORFOLK	97.25
LITTLE CREEK	27
MAYPORT	32.5
PASCAGOULA	5.5
INGLESIDE	13.5
EVERETT	12
BREMERTON*	14
NS SAN DIEGO	87
PEARL HARBOR*	49.75
MARIANAS GU	11
NEW LONDON	16.25
KINGS BAY	13.5
SUBBASE SD	10.5
BANGOR	7.75
NAS NI	20
EARLE	8
Total	425.5

***SHIPYARD CAPACITY
CLASSIFIED NON-ACTIVE**

WEAPSTAs	Capacity (CGE)
YORKTOWN	3
CHARLESTON	12
PEARL HARBOR	4.5
CONCORD CA	3
Total	22.5
SHIPYARDS	
PUGET SOUND	28
PEARL HARBOR	22
NORFOLK	28.75
PORTSMOUTH	16.25
Total	95
OTHER	
BLOUNT ISL CMD	2
NEWPORT	5
KEY WEST	8
NAS PENSACOLA	7.5
NAVORDTESTU	4
VENTURA COUNTY	5
PANAMA CITY	3
Total	34.5
Non-Active Total	152
Grand Total	577.5



Department of the Navy
Infrastructure Analysis Team

CGE's and In Port % by Ship Class

SHIP CLASS	CGES	INPORT %
SSBN	1.00	50%
SSN	0.75	70%
SSGN	1.00	67%
CV	4.00	100%
CVN	4.00	100%
CG	1.00	70%
DDG	1.00	70%
FFG	0.75	70%
LHA	2.50	70%
LHD	2.50	70%
LPD	2.00	70%
LSD	1.50	70%
LCS	1.00	70%

SHIP CLASS	CGES	INPORT %
LCS	1.00	70%
MCM	0.50	100%
MHC	0.25	100%
AE	1.50	70%
AKE	2.50	70%
AO	2.00	70%
AOE	2.00	70%
AFS	1.50	67%
AS	1.50	67%
ARS	0.50	67%
ATF	0.50	67%
AGOS	0.50	67%
LCC	2.00	67%
DD(X)/CG(X)	1.50	70%



Surface/Subsurface Capacity Changes

FINAL CAPACITY

- **Candidate Recommendation closures eliminate 35.25 CGE**
 - NAVSTA Pascagoula = 5.5 CGE
 - NAVSTA Ingleside = 13.5 CGE
 - SUBASE New London = 16.25 CGE
- **Remaining Operational Excess: 55.75 (17.2%)**
 - Total Berthing Excess (adding in “other” bases): 207.75 (38%)

16

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COBRA INPUT DATA REPORT (COBRA v6.08) - Page 21

Data As Of 3/7/2005 11:46:27 AM, Report Created 3/7/2005 11:48:12 AM

Department : Medical JCSG

Scenario File : C:\Documents and Settings\FanzoneJ\Desktop\MED24 7 Mar

COBRA\Med 24-WR_TriSvc Biomed CoEs

(FINAL MJCSG APPROVED VARIANT).CBR

Option Pkg Name: Med 24-WR_TriSvc Biomed CoEs (FINAL MJCSG APPROVED
VARIANT)

Std Fctrs File : C:\Documents and Settings\FanzoneJ\Desktop\COBRA

6.08\BRAC2005.sff

be taken from personnel being relocated from other installations, and may be taken from
Army or Navy

FOOTNOTES FOR SCREEN SEVEN

=====

WALTER REED Base Information (Military Construction): The Army is deferring to the MJCSG-certified space and cost model for medical research laboratories. The MJCSG estimates 8,354.2 SF of new construction will be required (at a cost of \$23.251 M) to accommodate an anechoic chamber, hyperbaric chambers, and other equipment to be moved to NMRC from NSMRL in 2009; it is assumed that no MILCON will be required to accommodate personnel. Construction cost was estimated assuming that all facilities except NSMRL sound suite would be standard Biosafety Level 2 laboratories (priced at \$390/GSF), but additional costs were included for (1) a sound suite at Navy estimated cost of \$21,575 K, and (2) a special foundation for hyperbaric chamber, using a cost estimate of \$200,000 provided in certified Navy input for the scenario. The MJCSG space and cost model was developed with assistance of the Army Health Facility Planning Agency (HFPA), and incorporates recent HFPA experience in the design and construction of Army medical research laboratories and planning factors used by the National Institutes of Health in similar type construction. Costs are adjusted for the appropriate location using standard COBRA locality factors.

Questions raised about rationale for closing base

Norwich Bulletin

Local officials preparing an argument to refute the Pentagon recommendation to close the Groton submarine base have been hampered by the lack of available background data the Defense Department used to reach its decision. But based on what information is available, officials have raised numerous questions regarding the methods used to formulate the base closing list.

Here's a look at some of the key issues related to the four military value requirements Connecticut officials will address at the July 6 regional hearing in Boston.

Sub fleet size

- Any recommendation for closure or realignment must have been developed using the eight cited criteria, and must conform with the Pentagon's 20-year Force Structure Plan.

Questions are being raised regarding the accuracy of the Pentagon rationale based on conflicting Force Structure Plans regarding the submarine fleet. The plan submitted to Congress last year was amended, showing a 21 percent reduction in the submarine fleet. That assessment is further contradicted by a second study conducted by the secretary of defense's office, showing a higher number of submarines needed for the future.

Kings Bay rating

- On the overall military value score, Submarine Base Kings Bay, Ga., received a higher score than Submarine Base New London, 63.51 to 50.64.

Local officials are questioning the validity of the scoring based on the fact that New London has more submarines (18 fast attack subs to four Trident subs) and personnel (10,000 to 3,500). New London also has Naval Submarine Support Facilities, the Naval Submarine School and a Regional Command headquarters. Kings Bay has only a Trident Refit/Training Facility. Local officials are suggesting that Kings Bay's score may have been higher based on its military value after New London was closed and submarines and sub school transferred to Kings Bay -- a suggestion that would indicate a pre-determined decision favoring Kings Bay.

Piers and wharfs

- Among the specific questions included in the military value scoring, there was a question regarding the total linear feet of piers and wharfs, and a second question seeking the combined linear feet constructed after Jan. 1, 1990.

New London got a zero score for the first question, and 1.01 score on the second, which local officials are suggesting is a contradiction.

Unique capabilities

- Among the questions asked of every naval facility was one seeking a list and description of "any unique capabilities or missions" that are not performed at any other location.

That question was eventually deleted from consideration in formulating the final base closing list, eliminating New London from earning points for the Submarine School and Seawolf and Virginia Class operational trainers based in New London -- and nowhere else.

Dredging

- There were several questions asked regarding harbor closures due to dredging or other restrictions. On the issue of needing annual maintenance dredging of the harbor, Kings Bay answered yes and New London answered no.

Yet both bases received the exact same score.

- On a specific question asking if the harbor requires dredging that might interfere with closing the harbor, Kings Bay scored better than New London, 0.68 to 0.34.

Local officials contend that score is flawed if Kings Bay has to dredge its harbor, but yet receives a score twice high on military value than New London, which is not required to dredge.

Specialized training

- And on a question designed to determine specialized skills training, both Kings Bay and Norfolk scored higher for military value (45.34 and 51.29 respectively) despite New London (37.85) currently doing more than both of them combined.

New London used 60 percent of its capacity where Norfolk is only using 30 percent and Kings Bay is using just 3 percent.

Non-military

hurry - yet

Analysis by JCS (see entry)

*Jenni
E D / me
mcl - vnc*

*E: T report
CAP (NOT ml Verbu)
EIR agree - history agree - using JCS*

*S. Smith OAC
TSC*

plyant

*Scores =
9*

*Col
Dred*

On the criteria other than military value -- savings, economic impact, existing infrastructure and environmental cleanup -- Connecticut officials will argue Submarine Base New London should have been scored significantly higher than both Kings Bay and Norfolk based on the following:

Cleanup cost

□ There are 29 contaminated sites on the Groton base, with only \$23.9 million allotted for cleanup. State officials contend the cost will be significantly higher, thus reducing any potential cost savings.

→ (contaminated sites) would be
RADCON coming from
States = K.S.

Closing cost

□ The Pentagon estimates it will cost \$690 million to close the Groton base, producing a savings of \$1.6 billion over 20 years. State officials contend the Pentagon has significantly underestimated the cost of relocating the commands at the base, drawing into question the estimated savings.

Costs

Access

□ State officials will also note that of the three bases -- New London, Norfolk and Kings Bay -- the Groton base is better situated in regards to highways, rail lines, airports and waterways.

Airport - on - land
D.P. - 504 etc. - land

Education

□ State officials also note the New London area has six higher education institutions and 31 accredited day-care facilities for children compared to one community college in Camden County, Georgia, and just five day-care centers within the base housing area of Kings Bay.

↑ true and
places that
way

Policy = ^{restored} Environment costs are NOT covered by ^{costs} state
(~~added~~ to be done regardless - Congress get annual report on these costs) back to top

→ Defense Environmental Restoration Program/Account ^{DEBP or DERA}
(also to current use - not = identical)

Outside State - has DoD acct for environmental restoration
DoD under w) State regulation 29 sites \$23.9 to Congress FY03 report - regardless
SERCLA who has costs for cleanup, entitled to - checked -

State use - no legal obligation to put to other use.

E.g. XFRS Program: ^{State} - may be using when - negotiate in closure
(CERCLA Major Claim - Environmental Claim for CERCLA / implementation)

Source	Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
			Mil	Civ	Mil	Civ	Mil	Civ		
App C	Submarine Base New London, CT	Close	(7096)	(952)	0	0	(7096)	(952)	(412)	(8460)
New	Includes SGT Libby U.S. Army Reserve Center, New Haven (close)		(7093)	(952)						(8045)
			(14)	(7)						(21)
Vol I (2) p. 134, DoN 10										(8457) (d) (7351) (i)
Vol IV p. A-7/8									Norwich- New London MSA	(8457) (d) (7351) (i) 9.37%

Questions:

- How were indirect losses computed?
- How many of each (positions/billets/bodies?) are going to Norfolk and how many to Kings Bay?
- How was the number of projected transfers computed (positions/billets/bodies?) to go to Norfolk and Kings Bay?
- Why was the Army Reserve Center, New Haven numbers added to New London?

Source	Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
			Mil	Civ	Mil	Civ	Mil	Civ		
App C	NAS Brunswick, ME	Realign	(2317)	(61)	0	0	(2317)	(61)	(42)	(2420)
New			(2317)	(61)			(2317)	(61)		(2378) No contractors
Vol I (2) p. DoN 18										(2420) (D) (1846) (I)
Vol IV p. C-11									Portland-South Portland-Biddeford MSA	(2420) (D) (1846) (I) 1.29 %

- How were indirect losses computed?
- How many of each (positions/billets/bodies?) are going to JAX?
- How was the number of projected transfers computed (positions/billets/bodies?)

Source	Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
			Mil	Civ	Mil	Civ	Mil	Civ		
App C	NS Norfolk, VA	Realign and Gain (listed as gain only)	(373)	(1085)	3820	356	3447	(729)	89	2807
* New			(117)	(6)	53	58				111
					741	2				743
					42	17				(123)
					1	156				59
					2983	100				157
			(1)			7				3083
			(31)			14				6
			(217)	(242)						(17)
			(3)	(311)						(459)
				(7)						(314)
			(1)	(306)						(7)
			(370)	(872)	3820	354				(307)
										2932
Vol I (2) p. DoN	Several TBA									
Vol IV p.	Nothing									

- How are the losses/gains/realignments (Vol I, 2 of 2) aggregated/accounted for?
- *One entry line consists of zeros only

Source	Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
			Mil	Civ	Mil	Civ	Mil	Civ		
App C	Submarine Base Kings Bay, GA	Gain			3245	102	3245	102	20	3367
New					100	22				122
					3145	80				3225
					3245	102				3347
Vol I (2) p. DoN	None									
Vol IV p.	None									

- How many of each (positions/billets/bodies?) are coming to Kings Bay?
- How was the number of projected transfers computed (positions/billets/bodies?)

Source	Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contract	Total Direct
			Mil	Civ	Mil	Civ	Mil	Civ		
App C	NS Newport, RI	Realign + Gain (listed as gain only)	(122)	(125)	647	309	525	84	(76)	533
New					2	12				14
			(53)	(58)						(111)
			(37)	(2)						(39)
			(34)	(15)						(49)
					265	14				279
					359	86				445
					23	47				70
			(124)	(75)	649	159				609
Vol I (2) p. DoN-25									Providence-New Bedford-Fall River, RI-MA MSA	(200) (d) (290) (i) 0.1%
Vol IV p. I-9									Providence-New Bedford-Fall River, RI-MA MSA	(200) (d) (290) (i) 0.1%

- How were indirect losses computed?
- How many of each (positions/billets/bodies?) are going to JAX?
- How was the number of projected transfers computed (positions/billets/bodies?)

Source	Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contract	Total Direct
			Mil	Civ	Mil	Civ	Mil	Civ		
App C	NS San Diego	Realign + Gain (listed as gain only)	(1)	(2)	1085	86	1084	84	2	1170
* New			(1)	(2)	1085	86				1171 (3)
Vol I (2) p. DoN-	Several TBA									
Vol IV p.	None									

- How many of each (positions/billets/bodies?) are coming to San Diego?
- How was the number of projected transfers computed (positions/billets/bodies?)
- * First and last lines are all zeros

Source	Installation	Action	Out		In		Net Gain/(Loss)		Net Mission Contract	Total Direct
			Mil	Civ	Mil	Civ	Mil	Civ		
App C	Naval Base Point Loma	Realign + Gain (listed as gain only)	(12)	(341)	312	350	300	9	0	309
New			0	(47)						(47)
			(11)		311	30				15 341
			(11)	(47)	311	56				309
Vol I (2) p. DoN-	Several TBA									
Vol IV p.	None									

- How many of each (positions/billets/bodies?) are coming to Point Loma?
- How was the number of projected transfers computed (positions/billets/bodies?)
- Totals match between Appendix C and New, but internal numbers vary significantly



Analysis Tables
Personnel Elimination

OSD Scenario #	Scenario Title	Description
DON-0033	DON-0033	Close SUBASE New London, CT; Relocate submarines to NS Norfolk, VA and SUBASE Kings Bay, GA

Where does this data come from?

Type	2006	2007	2008	2009	2010	2011	Total	SDC Question	Rationale
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Losng Activity: CENSUBLEARNING_GROTON_CT

Losng Activity: COMNAVREG_NE_GROTON_CT

Action 5 (3)

Officers	0	7	0	0	0	0	7	06	Rationale
Enlisted	0	8	0	0	0	0	8	07	Rationale
Civilian	0	37	0	0	0	0	37	08	Rationale

Losng Activity: COMSUBGRU_TWO

Action 4 (1)

Enlisted	0	0	1	0	0	0	1	07	Rationale
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Losng Activity: NAVHLTHCARE_NEW_ENGLAND_NEWPORT_RI

Action 14 (3)

Officers			30		30	32	92	06	Rationale
Enlisted			103		103	104	310	07	Rationale
Civilian			42		42	42	126	08	Rationale

Losng Activity: NAVOPMEDINST_PENSACOLA_FL

Losng Activity: NAVSECGRUACT_GROTON_CT

Action 9 (2)

Officers	1	1	0	0	0	0	2	06	Rationale
Enlisted	10	15	0	0	0	0	25	07	Rationale

Losng Activity: NAVSUBMEDRSCHLAB_NEW_LONDON_CT

Losng Activity: NAVSUBSCOL_GROTON_CT

Action 6 (3)

Officers						8	8	06	Rationale
Enlisted						21	21	07	Rationale
Civilian						8	8	08	Rationale

Action 7 (2)

Officers						3	3	06	Rationale
Enlisted						40	40	07	Rationale

Losng Activity: NAVSUBSUPPFAC_NEW_LONDON_CT

Action 11 (5)

Officers	0	0	0	0	0	7	7	06	Rationale
Officers	0	0	0	0	0	1	1	06	Rationale

Officers	0	0	0	0	0	7	7	06	Rationale
Officers	0	0	0	0	0	2	2	06	Rationale
Enlisted	0	0	0	0	0	77	77	07	Rationale

Lossing Activity: SUBASE_NEW_LONDON_CT
Action 1 (39)

Officers	0	0	0	0	0	5	5	06	Rationale
Officers	0	0	0	0	0	1	1	06	Rationale
Officers	0	0	0	0	0	1	1	06	Rationale
Officers	0	0	0	0	0	3	3	06	Rationale
Officers	0	0	0	0	0	6	6	06	Rationale
Officers	0	0	0	0	0	3	3	06	Rationale
Officers	0	0	0	0	0	1	1	06	Rationale
Officers	1	0	0	0	0	0	1	06	Rationale
Officers	0	0	0	0	0	3	3	06	Rationale
Officers	0	0	0	0	0	2	2	06	Rationale
Officers	0	0	0	0	0	5	5	06	Rationale
Enlisted	0	0	0	0	0	17	17	07	Rationale
Enlisted	0	0	0	0	0	11	11	07	Rationale
Enlisted	0	0	0	0	0	26	26	07	Rationale
Enlisted	0	0	0	0	0	30	30	07	Rationale
Enlisted	0	0	0	0	0	13	13	07	Rationale
Enlisted	0	0	0	0	0	2	2	07	Rationale
Enlisted	34	0	0	0	0	0	34	07	Rationale
Enlisted	0	0	0	0	0	15	15	07	Rationale
Enlisted	0	0	0	0	0	45	45	07	Rationale
Enlisted	0	0	0	0	0	12	12	07	Rationale
Enlisted	0	0	0	0	0	2	2	07	Rationale
Enlisted	0	0	0	0	0	2	2	07	Rationale
Enlisted	0	0	0	0	0	38	38	07	Rationale
Civilian	0	0	0	0	0	88	88	08	Rationale
Civilian	0	0	0	0	0	7	7	08	Rationale
Civilian	0	0	0	0	0	152	152	08	Rationale
Civilian	0	0	0	0	0	54	54	08	Rationale
Civilian	0	0	0	0	0	5	5	08	Rationale
Civilian	0	0	0	0	0	50	50	08	Rationale
Civilian	0	0	0	0	0	18	18	08	Rationale
Civilian	0	0	0	0	0	34	34	08	Rationale
Civilian	0	0	0	0	0	12	12	08	Rationale
Civilian	0	0	0	0	0	5	5	08	Rationale
Civilian	0	0	0	0	0	5	5	08	Rationale
Civilian	0	0	0	0	0	4	4	08	Rationale
Civilian	0	0	0	0	0	52	52	08	Rationale
Civilian	0	0	0	0	0	54	54	08	Rationale
Civilian	0	0	0	0	0	17	17	08	Rationale

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$679.6 million —
- Net Savings (Cost) during Implementation: \$345.42 million —
- Annual Recurring Savings: \$192.78 million —
- Return on Investment Year: 2014 (Three)
- Net Present Value over 20 Years: \$1.58 billion

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>
Baseline	7096	952
Reductions	(7096)	(952)
Total	(7096)	(952)

Total number of military: 7096 Civilian: 952

Military transfers: 6205 Civilian transfers: 317

Approximately ⁷²⁸635 civilian billets eliminated (about \$572M savings)

Approximately 165 officers and 726 enlisted billets eliminated (about \$165M + \$580M or \$745M)

160 729

Military Value Scoring
Surface-Subsurface Function

Weight	COMNAVSTA NAS GU	NAS KEY WEST FL	NAS NORTH ISLAND CA	NAS PENSACOLA FL	NB VENTURA CTY FT MUGU CA	NAVSHIPYD PORTSMOUTH NH	NAVSHIPYD NORFOLK VA	NS BREMERTON WA	NS EVERETT WA	NS INGLESIDE TX	NS MAYPORT FL	NS NEWPORT RI	NS NORFOLK VA	NS PASCAGOULA MS	NS PEARL HARBOR HI	NS SAN DIEGO CA	NAB LITTLE CREEK VA	SUBASE BANGOR WA	SUBASE KINGS BAY GA	SUBASE NEW LONDON CT	SUBASE SAN DIEGO CA	WPNSTA SEAL BEACH ar CONCX	WPNSTA CHARLESTON SC	WPNSTA EARLE COLTS NECK N	WPNSTA YORKTOWN VA	NAVIMAG PEARL HARBOR	BLOUNT ISLAND CMD JAX FL	NAVORDTESTU CAPE CANAVER	NSA PANAMA CITY FL	
Environment & Encroachment (9.75)																														
44 ENV-1a-c	0.28	0.23	0.90	0.90	0.90	0.90	0.34	0.90	0.90	0.68	0.23	0.90	0.34	0.90	0.57	0.90	0.90	0.90	0.68	0.34	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.74	0.90	0.90
45 ENV-2a-g	2.507	1.25	1.75	0.25	2.01	1.50	2.01	1.50	1.75	2.01	1.50	1.75	1.00	2.01	1.75	1.00	1.25	1.00	1.50	1.00	1.75	1.75	2.51	0.90	0.90	0.90	0.90	0.90	0.74	0.90
46 ENV-3a-c	2.507	1.25	1.75	0.25	2.01	1.50	2.01	1.50	1.75	2.01	1.50	1.75	1.00	2.01	1.75	1.00	1.25	1.00	1.50	1.00	1.75	1.75	2.51	0.90	0.90	0.90	0.90	0.90	0.74	0.90
47 ENV-4	0.3214	0.24	0.03	0.04	0.00	0.15	0.30	0.30	0.30	0.17	0.15	0.22	0.22	0.23	0.30	0.19	0.22	0.25	0.24	0.26	0.07	0.09	0.24	0.24	0.13	0.12	0.32	0.30	0.30	
48 ENV-5a-c	0.5	0.40	0.20	0.20	0.00	0.00	0.20	0.10	0.10	0.00	0.10	0.00	0.20	0.00	0.20	0.20	0.00	0.00	0.21	0.10	0.00	0.09	0.24	0.24	0.13	0.12	0.32	0.30	0.30	
49 ENV-6a-b	0.5	0.40	0.20	0.20	0.00	0.00	0.20	0.10	0.10	0.00	0.10	0.00	0.20	0.00	0.20	0.20	0.00	0.00	0.21	0.10	0.00	0.09	0.24	0.24	0.13	0.12	0.32	0.30	0.30	
50 ENV-7a-c	1.4342	0.57	1.15	0.57	0.86	1.43	1.43	1.43	1.43	0.86	1.43	1.43	1.43	1.43	1.15	1.43	1.43	0.86	1.15	1.43	1.43	1.43	1.15	1.43	1.43	1.43	1.43	1.43	1.43	
51 ENV-8a-g	1.0756	0.65	0.86	0.75	0.97	0.75	0.65	0.65	0.86	0.65	0.97	0.97	0.65	0.86	0.97	0.97	0.65	0.97	0.97	0.54	0.65	0.65	0.75	0.65	0.65	0.86	0.97	0.86	0.97	
Total Environment & Encroachment	5.24	5.59	5.10	7.75	7.13	8.38	7.34	6.99	7.79	8.13	6.02	6.81	5.44	8.45	7.22	7.29	7.34	7.57	7.48	6.28	7.70	6.70	7.92	5.21	6.60	6.58	7.97	8.39	7.46	
Personnel Support (QOL) (9.00)																														
52 PS-1	1.0115	1.01	0.00	1.01	1.01	0.00	0.00	1.01	1.01	1.01	1.01	0.00	1.01	1.01	1.01	1.01	1.01	1.01	1.01	0.00	1.01	1.01	1.01	0.00	1.01	1.01	1.01	1.01	0.00	
53 PS-2a-c	2.5287	1.94	2.31	0.52	1.47	1.45	1.89	0.48	1.73	1.56	2.14	1.66	1.70	0.68	0.66	1.20	0.91	0.72	1.73	2.08	2.14	1.55	0.63	2.53	2.07	1.21	1.75	0.63	0.63	
54 PS-3a-d	1.9227	1.03	1.17	1.05	0.54	0.71	1.31	0.72	0.20	0.70	0.57	0.69	0.79	0.61	0.48	0.88	1.11	0.61	0.20	0.50	0.70	0.94	0.49	0.51	0.69	0.73	0.89	0.69	0.64	
55 PS-4a-c	0.3088	0.15	0.00	0.28	0.24	0.21	0.23	0.14	0.28	0.25	0.19	0.16	0.23	0.15	0.15	0.17	0.21	0.15	0.27	0.13	0.21	0.19	0.24	0.05	0.23	0.16	0.17	0.19	0.09	
56 PS-5a-d	0.2647	0.01	0.11	0.21	0.12	0.13	0.13	0.09	0.12	0.14	0.12	0.14	0.13	0.09	0.12	0.18	0.22	0.09	0.12	0.11	0.13	0.23	0.22	0.13	0.16	0.04	0.18	0.14	0.13	
57 PS-6a-b	0.1324	0.00	0.10	0.12	0.09	0.11	0.10	0.11	0.10	0.08	0.08	0.10	0.12	0.11	0.09	0.09	0.12	0.11	0.10	0.09	0.11	0.12	0.12	0.11	0.11	0.11	0.09	0.10	0.10	
58 PS-7	0.7331	0.73	0.73	0.73	0.73	0.73	0.66	0.73	0.73	0.73	0.44	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.44	0.00	0.73	0.37	0.44	
59 PS-8a-b	0.6283	0.31	0.22	0.51	0.35	0.28	0.11	0.18	0.28	0.32	0.00	0.42	0.28	0.23	0.01	0.38	0.49	0.22	0.28	0.20	0.41	0.55	0.13	0.20	0.34	0.32	0.38	0.26	0.00	
60 PS-9	0.6283	0.62	0.47	0.54	0.62	0.61	0.41	0.63	0.52	0.44	0.38	0.60	0.46	0.63	0.37	0.61	0.61	0.61	0.53	0.59	0.62	0.45	0.00	0.61	0.41	0.61	0.16	0.21	0.25	
61 PS-10	0.0441	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
62 PS-11	0.0882	0.00	0.00	0.09	0.06	0.09	0.06	0.09	0.07	0.07	0.08	0.09	0.07	0.09	0.07	0.09	0.09	0.07	0.07	0.06	0.09	0.09	0.03	0.07	0.09	0.08	0.09	0.07	0.02	
63 PS-12	0.5768	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	
64 PS-13	0.1324	0.13	0.02	0.06	0.05	0.09	0.08	0.04	0.06	0.03	0.00	0.04	0.06	0.04	0.02	0.00	0.06	0.04	0.07	0.06	0.04	0.07	0.06	0.03	0.01	0.09	0.04	0.00	0.01	
Total Personnel Support (QOL)	6.52	5.72	5.70	5.89	4.42	5.56	4.81	5.10	5.33	5.37	6.21	5.16	4.95	3.76	5.92	6.14	4.97	5.13	6.05	5.79	6.21	3.33	6.55	4.78	5.39	5.29	3.92	1.95	3.49	
TOTAL MILITARY VALUE (100.00)	47.67	40.59	59.68	45.85	42.86	48.21	64.03	63.25	50.66	42.23	55.71	42.36	67.51	37.08	74.50	61.43	55.90	62.98	63.51	50.68	58.29	30.82	43.31	39.07	44.91	58.24	45.78	37.71	33.73	

Operational Infrastructure (24.5)	Weight	COMNAVMIANAS GU	NAS KEY WEST FL	NAS NORTH ISLAND CA	NAS PENSACOLA FL	NB VENTURA CTY PT MUGU CA	NAVSHIPYD PORTSMOUTH NH	NAVSHIPYD NORFOLK VA	NS BREMERTON WA	NS EVERETT WA	NS INGLESIDE TX	NS MAYPORT FL	NS NEWPORT RI	NS NORFOLK VA	NS PASCAGOULA MS	NS PEARL HARBOR HI	NS SAN DIEGO CA	NAB LITTLE CREEK VA	SUBASE BANGOR WA	SUBASE KINGS BAY GA	SUBASE NEW LONDON CT	SUBASE SAN DIEGO CA	WPNSTA SEAL BEACH at CONCK	WPNSTA CHARLESTON SC	WPNSTA EARLE COLTS_NECK N	WPNSTA YORKTOWN VA	NAVSMAG PEARL HARBOR	BLOUNT ISLAND CMD JAX FL	NAVORDTESTU CAPE CANAVER	NSA PANAMA CITY FL				
1 SEA-1	4.1488	1.09	1.05	1.38	1.05	1.44	1.23	1.90	3.14	1.11	1.15	2.20	1.04	4.15	1.04	4.15	4.15	1.78	1.05	1.15	1.23	1.08	0.00	1.11	1.05	0.00	0.00	0.00	0.00	0.00				
2 SEA-2	4.1488	0.00	0.00	2.77	0.00	0.00	0.00	3.46	4.15	2.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
3 SEA-3	4.1488	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
4 SEA-4	3.515	3.18	0.07	1.49	0.02	0.27	0.35	0.05	3.42	0.27	0.28	1.42	0.07	3.32	0.05	3.52	3.04	1.58	0.61	1.69	0.00	0.58	0.01	0.15	0.39	0.10	0.04	0.02	0.03	0.01	0.01			
5 SEA-5	2.51	0.00	0.70	0.96	1.01	1.12	0.92	0.64	1.13	1.21	1.14	0.95	0.37	2.28	0.61	2.51	0.75	1.03	1.43	1.06	0.64	0.69	0.43	0.47	0.41	0.00	0.00	0.00	0.00	0.00	0.00			
6 SEA-6	2.008	0.73	0.00	0.64	0.59	0.58	0.60	0.52	0.60	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52		
7 SEA-7a-c	3.515	0.00	0.00	2.00	0.00	0.00	0.00	3.52	3.31	2.55	1.39	0.88	0.99	0.00	1.53	0.57	1.03	1.43	1.06	0.64	0.69	0.73	0.64	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.00	0.00		
8 SEA-7a-b	3.013	0.00	0.00	1.54	0.00	0.00	0.00	3.01	3.01	2.11	0.00	1.32	0.00	3.01	0.19	1.47	1.54	3.01	2.11	1.13	1.43	1.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
9 SEA-9	3.013	0.00	0.91	0.00	0.00	0.00	0.00	3.01	3.01	2.38	0.00	0.86	2.31	3.01	0.00	3.01	0.00	3.01	2.38	1.18	3.01	2.11	1.13	1.43	1.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
10 SEA-10	0.6865	0.00	0.00	0.69	0.00	0.00	0.00	0.69	0.69	0.69	0.00	0.00	0.69	0.69	0.00	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	
11 SEA-11	1.671	0.09	0.44	0.00	0.44	0.88	0.37	1.33	1.87	1.67	0.29	1.18	0.15	0.19	0.39	0.00	1.54	0.00	1.03	0.00	0.44	0.54	0.29	0.59	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
12 SEA-12	2.058	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
13 SEA-13	0	0.00	0.00	0.00	0.00	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	
14 SEA-14	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
15 SEA-15	2.024	0.00	0.00	0.54	0.21	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	0.52	
16 SEA-16	0.83	0.83	0.83	0.70	0.09	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	
17 SEA-17	0.477	0.15	0.15	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	
18 SEA-18																																		
Operational Infrastructure TOTAL		8.69	4.15	14.32	4.32	5.73	13.73	20.71	23.95	11.91	5.32	14.64	4.73	26.61	4.71	22.88	14.46	13.94	20.05	19.60	12.32	10.66	3.98	7.93	8.36	5.50	8.94	3.97	4.03	2.42				
Operational Training (24.5)																																		
19 SEA-19	1.898	0.00	0.00	1.89	0.00	0.12	0.35	1.89	1.89	1.32	1.89	1.89	1.89	1.89	0.00	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	
20 SEA-20	1.898	0.00	0.00	1.89	0.00	0.12	0.35	1.89	1.89	1.32	1.89	1.89	1.89	1.89	0.00	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89	
21 SEA-21	2.517	0.00	0.00	2.52	0.00	0.19	0.49	2.51	2.48	2.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
22 SEA-22	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
23 SEA-23	0.629	0.00	0.00	0.63	0.00	0.04	0.23	0.63	0.62	0.55	0.63	0.47	0.63	0.63	0.00	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
24 SEA-24	1.86	0.00	0.00	0.68	0.88	0.00	0.00	1.72	0.56	0.00	0.07	0.29	0.26	1.73	0.00	0.41	0.68	1.73	0.47	0.13	0.28	0.68	0.00	0.00	0.09	0.63	0.61	0.54	0.00	0.00	0.00	0.00	0.00	0.00
25 SEA-25	3.146	2.94	3.15	3.15	3.15	3.15	2.81	3.14	2.71	2.74	1.03	3.01	2.29	3.15	2.92	2.41	2.43	3.15	3.15	3.15	2.74	3.01	2.47	3.15	1.68	2.13	1.99	3.11	3.15	2.99	0.00	0.00	0.00	0.00
26 SEA-26	2.517	2.28	2.52	2.48	2.52	2.43	0.90	2.35	0.00	0.00	2.52	2.41	1.29	2.38	2.24	2.21	2.43	2.40	0.00	2.41	1.62	2.50	1.94	2.13	1.58	2.32	2.21	2.39	2.08	2.43	0.00	0.00	0.00	
27 SEA-27	3.146	3.15	2.40	3.01	3.15	3.10	3.15	2.98	3.10	3.15	0.76	3.15	3.15	3.01	2.62	3.15	3.15	3.02	3.15	3.08	3.15	3.15	3.12	3.03	2.71	2.94	3.15	3.15	3.10	3.15	3.15	3.15	3.15	
28 SEA-28	3.146	0.00	2.40	3.02	3.15	3.09	0.00	0.00	3.07	2.43	0.76	1.89	0.00	0.00	2.68	3.00	3.04	0.00	3.04	0.00	3.04	0.00	3.04	1.88	0.00	0.00	3.00	3.04	2.87	2.98	2.73	3.15	3.15	3.15
29 SEA-29	3.146	0.63	0.63	0.63	0.63	0.63	0.22	0.63	0.01	0.10	0.04	0.01	0.63	0.05	0.00	0.53	0.16	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
30 SEA-30	0.629																																	
Operational Training TOTAL		12.14	13.60	23.03	16.61	15.82	11.17	20.86	19.43	17.26	12.71	20.00	16.49	20.39	13.91	22.24	22.55	21.03	20.20	21.08	17.47	23.09	10.12	11.16	13.19	20.03	21.53	19.98	12.88	12.59				
Port Characteristics (18.25)																																		
31 SEA-31	2.0807	2.08	2.08	1.96	2.03	2.08	2.08	0.94	0.00	0.00	1.84	2.08	2.08	1.31	1.79	2.08	1.84	1.67	0.00	1.42	2.06	2.08	0.06	0.85	2.01	0.37	2.03	2.03	1.96	1.92				
32 SEA-32	2.0807	2.08	2.07	1.99	1.30	2.08	1.91	0.00	0.20	0.47	1.13	0.29	0.14	0.06	0.29	2.08	1.91	0.61	1.27	0.29	0.00	2.08	0.59	1.44	0.00	0.30	2.08	2.08	1.44	0.90	0.90	0.90		



DEPARTMENT OF THE NAVY
 OFFICE OF THE SECRETARY
 1000 NAVY PENTAGON
 WASHINGTON DC 20350-1000

8 August 2005

The Honorable Anthony J. Principi
 Chairman
 Defense Base Closure and Realignment Commission
 2521 South Clark Street
 Arlington, VA 22202

Dear Chairman Principi:

This is in response to the July 29, 2005 (HJT#10) inquiry from Mr. Frank Cirillo of your staff concerning Fast Attack Submarines. His question and our response follow:

What is the total number of Fast Attack Submarines (SSNs) that could be supported at U.S. Naval Bases if BRAC recommendations were accepted as written?

The total number would be 66 SSNs.

The breakdown of this number by base is:

+3	Pearl Harbor:	19	16
	Bangor/Bremerton	3	3
+5	San Diego	9	4
	Guam	3	same
+1	Norfolk	24	23
+2	Kings Bay	8	6

These numbers reflect the Operational Commander's assessment of the number of submarines that could be fully supported based not just on berthing capability, but also maintenance support, training support and availability of crew housing. These numbers do not include berths which are SSN capable, but not designated for SSNs.

I trust this information satisfactorily addresses your concerns. If we can be of further assistance, please let me know.

Sincerely,

Anne Rathmell Davis
 Special Assistant to the Secretary of the Navy
 for Base Realignment and Closure