

13 Pine Ridge Road  
Saco, Maine 04072  
June 25, 2005

Mr. Clarenton W. Furlow  
Base Closure and Realignment Commission  
Senior Analyst, Review and Analysis  
2521 South Clark Street, Suite 600  
Arlington, VA 22202



Dear Mr. Furlow:

I am writing to provide you information on SUBMEPP (Submarine Maintenance Engineering, Planning and Procurement) which is a tenant command within the Portsmouth Naval Shipyard.

First, let me say that I believe Portsmouth Naval Shipyard should remain open, principally based on its outstanding performance. If that is not the BRAC recommendation, I recommend that SUBMEPP continue as a command in the Maine / New Hampshire area.

Before getting into details, let me identify myself. I am a former 30-year SUBMEPP employee, who retired in August 2000. The last six years with SUBMEPP I was its Chief Engineer / Executive Officer - the senior civilian within the organization.

Now to the information you should know:

1. SUBMEPP is a unique organization, providing essential products and services to the U.S. submarine navy. The organization's influence within the navy is world-wide. The navy realizes that SUBMEPP is vital to the continued safe and reliable life cycle maintenance and operation of submarines. Simply put, the navy cannot do without SUBMEPP. That is why DOD did not recommend closing SUBMEPP when it recommended closing Portsmouth Naval Shipyard.

2. SUBMEPP does not need to be located within a shipyard.

For about nine years, they were located in an office building in Portsmouth, New Hampshire. During that time, they were recipients of numerous prestigious performance awards, proving they can excel while operating outside a shipyard.

A BRAC-1993 decision directed their move into the Portsmouth Naval Shipyard because they were residing in privately-owned office space and a building within the shipyard was available.

With SUBMEPP's wide customer base (e.g. all submarines, all maintenance activities – public and private), no matter where they are located, most of their customers are elsewhere.

So, a relocation to Norfolk Naval Shipyard is an unnecessary costly expense for construction and personnel moves. The DOD recommendation also ignores the adverse impact of such a move on SUBMEPP operations and the rippling adverse impact to its customers. The submarine navy cannot afford this churn; and it is unnecessary.

3. SUBMEPP's impact on the local economy is large.

They currently employ over 200 personnel, primarily engineers, engineering technicians, and information technology professionals. Total annual payroll is in the \$17-18M range. Employees are primarily residents of Maine and New Hampshire.

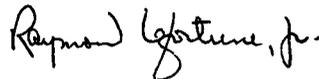
They also outsource to local contractors employing over 150 personnel. Those employees are also primarily engineers, engineering technicians, and information technology professionals. Total annual payroll of these contractors is in the \$10-11M range.

They are "good neighbors", with extensive volunteer efforts in local communities, including schools. This is an area that gave me great personal pride as we annually recognized these efforts.

If BRAC recommends Shipyard closure, SUBMEPP retention in the Maine / New Hampshire area could significantly help mitigate the impact. Leaving organizations in the area of a closed shipyard is something that has been done before. Specifically, it was done coincident with closure of Charleston Naval Shipyard (BRAC 1991) and Philadelphia Naval Shipyard (BRAC 1993).

I appreciate your consideration and am available to respond to any questions you might have. I can be reached at 207-282-3407.

Sincerely,



Raymond Lafortune, Jr.  
Retired Chief Engineer / Executive Officer  
SUBMEPP