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7547/95-0044
3 Mar 95

From: Director of Production
To: Naval Sea Systems Command Inspector General
Auditor General of the Navy

Subj: **ASSIST TO THE NAVAL SEA SYSTEMS COMMAND INSPECTOR GENERAL (95-0044)**

Ref: (a) COMNAVSEASYSCOM ltr 5370 1493C Ser 00N1D/054 of 13 Jan 95
(b) PHONCON NAVAUDSVC D. Cejka/NAVSEAIG J. Cherry of 16 Feb 95

Encl: (1) Summary of NAVSEAIG Assist

1. Reference (a) requested assistance be provided to the Naval Sea Systems Command Inspector General (NAVSEAIG) to substantiate or refute allegations of improprieties during the Base Realignment and Closure (BRAC) 1995 process relating to the Naval Surface Warfare Center (NSWC), Louisville. Because some of the allegations were duplicative, we agreed in reference (b) to address six specific allegations.

2. To evaluate execution of pertinent BRAC-95 procedures, we examined relevant guidance, interviewed key personnel, reviewed data submissions with supporting documentation and various BRAC-95 reports relating to the issues.

3. Enclosure (1) provides our conclusions. We found that NSWC echelons above NSWC, Louisville did not always follow SECNAVNOTE 11000 with regard to documentation of changes to the original data submissions from NSWC, Louisville; and, certain costs reduced from the original submissions were questionable. However, review of the BRAC 95 decision model application to NSWC, Louisville in light of the identified irregularities, disclosed there would be no apparent impact on the BRAC 95 decision.

4. During reference (b) we agreed that because of the business sensitive nature of this assist, the working papers will be retained at our office. These working papers will be made available for your review on request.

Subj: **ASSIST TO THE NAVAL SEA SYSTEMS COMMAND INSPECTOR GENERAL (95-0044)**

5. If you have any questions, please contact Jerry Colaneri at DSN 680-8286 ext 323, or myself at (703) 756-8863.

DANIEL F. CEJKA

SUMMARY OF NAVSEAIG ASSIST

Background

The Defense Base Closure and Realignment Act of 1990 (P.L. 101-510, as amended by P.L. 102-190 dated 5 December 1991 and P.L. 102-484 dated 23 October 1992) (the Act) established a fair process that would result in the timely closure and realignment of military installations. In accordance with the Act, the process was to be employed to support 1995 closure or realignment decisions.

The Navy established an internal control process to ensure the accuracy of supporting information to be used in making recommendations of bases for closure or realignment. SECNAVNOTE 11000, dated 8 December 1993, established a Department of the Navy (DON) Base Structure Evaluation Committee (BSEC) and Base Structure Analysis Team (BSAT) under the authority of the Assistant Secretary of the Navy (Installations and Environment . The BSAT is the staff for the BSEC. SECNAVNOTE 11000 describes the responsibilities of the BSEC and BSAT, as well as responsibilities of other activities involved in the Base Realignment and Closure (BRAC) process.

Request for Audit Assistance

On 13 January 1995, the Naval Sea Systems Command Inspector General (NAVSEAIG) requested assistance to review allegations that the BRAC 95 process as it related to Naval Surface Warfare Center (NSWC), Louisville was not executed properly.

Assist Objective

The objective of the assist was to determine if allegations regarding NSWC, Louisville BRAC 95 data are valid. If the allegations would be found to be valid, we added the objective to determine the impact on the BRAC 95 process.

Scope and Methodology

We reviewed the data flow through the BRAC 95 process to determine whether SECNAVNOTE 11000 was adhered to; interviewed responsible personnel; reviewed NSWC, Louisville submissions and documentation for 4 scenario calls 028, 092, 012/013, and 012A/013A as well as input from NSWC, Crane and Naval Shipyard (NSY), Norfolk; reviewed BSAT questions and responses; and, reviewed higher echelon changes, and evaluated justifications and supporting documents for those changes.

Based on information received from BSAT on 22 February 1995 concerning the scenario recommended by the Navy, we reduced the scope of the review to only scenarios 012/013 and 012A/013A.

Conclusions

General. We identified internal control weaknesses in the procedures used in the BRAC 95 process as it relates to NSWC, Louisville. We found that local team certification officials were not allowed to recertify command final scenario submissions; higher echelon changes were not always returned to the originating command; certain costs submitted by NSWC, Louisville were changed without appropriate justification and supporting documentation; and, there were two instances of appearance of conflict of interest up to the NSWC Headquarters level.

IMPACT ON BRAC 95

Specific. We concluded that, while some of the allegations were substantiated, there is no apparent impact on the overall BRAC 95 process. Specific details on each allegation follow:

ALLEGATION 1: **Local team certification sheets not signed because data modified per direction of higher echelon command.**

Criteria: SECNAVNOTE 11000 states that a certification will be executed both by the individuals responsible for generating the information and by the head of the organization in which such individual is employed. Records are to be maintained to show the source of the information provided in all certified responses.

Discussion: We reviewed the two scenarios involving NSWC, Louisville. These were:

SCENARIO	DESCRIPTION
012/013	Remove Ship/Sea Systems work from NSWC, Louisville and realign this work to remaining Shipyards, and close NSWC, Louisville. Initial submission: 18 November 1994 Final Louisville submission before higher echelon changes: 26 November 1994 Number of directed resubmissions prior to final Louisville submission: 3
012A/013A	Realign Close-in-Weapons System (CIWS) work of NSWC, Louisville to NSWC, Crane, realign other

of the same date by NSWC Headquarters, we found the following changes made to the NSWC, Louisville submission without notification of those changes.

> Page from NSWC, Louisville submission removed and replaced with new page: **8 occurrences.**

> "Revision" markings added to pages submitted by NSWC, Louisville: **5 occurrences.**

> Page removed from NSWC, Louisville submission and not replaced: **5 occurrences.**

> Page from NSWC, Louisville submission substantially changed without annotation of revisions: **1 occurrence.**

SCENARIO 012A/013A:

In comparing the 27 January 1995 certified submission by Commanding Officer, NSWC, Louisville against the final submission of the same date, we found the following changes made to the NSWC, Louisville submission without notification of those changes.

> Page from NSWC, Louisville submission removed and replaced with new page: **7 occurrences.**

> "Revision" markings added to pages submitted by NSWC, Louisville: **7 occurrences.**

> Page added to NSWC, Louisville submission: **1 occurrence.**

The higher echelon additions, changes, and deletions from the submissions without notification appear "AS IF" the Commanding Officer, NSWC, Louisville actually certified those submissions with the changes previously incorporated, which was not the case.

ALLEGATION 3: NSWC, Crane submitted revised pages in response to BSAT questions without input from NSWC, Louisville.

Discussion: We reviewed all BSAT questions and responses at both NSWC, Louisville, and NSWC, Crane. In addition, we met with BSAT members who were directly involved in submissions of scenarios 012/013 and 012A/013A as the scenarios related to NSWC, Louisville. We reviewed SECNAVNOTE 11000 to determine the process for answering BSAT questions.

submissions of NSWC, Louisville, we analyzed all changes through the process, including higher echelon changes. We also reviewed documentation prepared by the NSWC, Louisville, NSWC, Crane, and NSWC Headquarter BRAC Coordinators during the period 25-27 January 1995. These submissions were intended to:

> Take the initial submission of NSWC, Louisville, and integrate all changes (directed or not) into what was to be the NSWC, Louisville final submission, prior to higher echelon changes.

> Be certified by the NSWC, Louisville Commanding Officer on 27 January 1995 as the final certified NSWC, Louisville submission.

> Incorporate all higher echelon changes into the above scenarios, annotating changes to the NSWC, Louisville submission, including all justifications for those changes, attaching the reviewed pages.

> The NSWC, Crane Commanding Officer was to recertify these submissions as final, with all higher echelon changes incorporated.

Conclusions: Substantiated. Our review of data for scenarios 012/013 and 012A/013A disclosed the following discrepancies:

HIGHER ECHELON CHANGES

<u>SCENARIO 012/013:</u> We found 2 instances, involving changes, where NSWC, Crane initiated higher echelon changes without indicating revisions to the NSWC, Louisville submission. In addition, we identified 3 instances where higher echelon changes were made and pages annotated as revised, but the origination of those changes were unidentifiable. Also, in comparing BRAC data obtained at NSWC, Louisville against BRAC data reviewed at NSWC, Crane we identified 3 of 11 higher echelon changes had not been returned to NSWC, Louisville as required by SECNAVNOTE 11000.

<u>SCENARIO 012A/013A:</u> We identified 3 of 6 higher echelon changes that were not annotated as such, and, had not been returned to NSWC, Louisville as required by SECNAVNOTE 11000.

Scenario Submissions of 27 January 1995

<u>SCENARIO 012/013:</u>

In comparing the 27 January 1995 certified submission by Commanding Officer, NSWC, Louisville against the final submission

Ships/Sea Systems work NSWC, Louisville to Norfolk
Initial submission: 16 December 1994
Final Louisville submission before higher echelon changes: 20 December 1994
Number of directed resubmissions prior to final Louisville submission: 3

As each directed change was made to the initial NSWC, Louisville submission, the individual responsible for making those changes should have recertify the revised submissions.

Conclusion: Allegation is substantiated. However, according to NSWC, Louisville personnel, the individuals responsible for recertifying these directed changes refused to do so because they did not agree with them. As a result, the absence of these recertifications did not occur due to pressure from higher commands, but from self-initiated declination. Therefore, procedures outlined in SECNAVNOTE 11000 were not adhered to by NSWC, Louisville personnel.

We noted that NSWC, Louisville personnel had been directed that submissions could not be certified with exception, ie, certifications could not be made stating "I certify, except for (listing changes directed, but not agreed to), that the information contained herein is accurate and complete to the best of my knowledge and belief." Had NSWC, Crane (or higher) allowed this certification method, NSWC, Louisville personnel would have recertified those directed changes "except for" in subsequent submissions.

ALLEGATION 2: **Data sheets changed by higher echelon without identifying them as higher echelon changes.**

Criteria: SECNAVNOTE 11000 states that to the extent a higher echelon believes different data are more responsive to a particular data call, such data can be revised after receipt from the subordinate activity and prior to forwarding the final response to the BSEC. Any revisions to certified data must be supported with official documentation retained by the echelon making such revisions. Records retained to document a revised data call response must as a minimum include a copy of the data call submitted as certified by a lower echelon activity with revisions clearly noted. A copy of the revised data call, annotating any changes made, shall be sent to the originator of the data, so that subordinates have a complete record of the final certified package.

Discussion: We reviewed all data sheets related to the 2 scenarios specified in allegation 1. Using the initial

Conclusions: Allegation is unsubstantiated. The instances referred to in the allegation were BSAT questions directed at NSWC, Crane. While, in some instances, these questions related to data submitted by NSWC, Louisville, there was no requirement for NSWC, Louisville to have knowledge of, or input to NSWC, Crane responses to the BSAT questions.

ALLEGATION 4: Ability to provide independent site specific input eliminated by Chain of Command.

Criteria: SECNAVNOTE 11000 states that a certification will be executed both by the individual responsible for generating the information and by the head of the organization which such individual is employed. This certification includes a statement that "...the information contained herein is accurate and complete to the best of my knowledge and belief."

Discussion: Because of disagreements to NSY, Norfolk scenario 012/013, enclosure (3) submission ($0 one time unique cost) on 17 November 1994, NSWC, Crane told NSWC, Louisville to submit certifications with an attachment reflecting nonconcurrence with justification. NSWC, Louisville believed that by this means they could certify their submission as long as personnel up the chain of command to the BSAT level were aware of their concerns regarding gaining activity cost estimates.

However, on 22 November 1994, BSAT questioned these nonconcurrence, and directed that scenario 012/013 data call response be resubmitted removing all nonconcurrence from NSWC, Louisville. This action was completed on 26 November 1994. As a result of this BSAT direction, NSWC, Louisville submitted all future nonconcurrences as a separate attachment, which was later removed from the submissions by NSWC, Crane.

For scenario 012A/013A, NSWC, Louisville also attempted to recertify the submission with nonconcurrence to directed changes by NSWC, Crane. These attachments were also removed from the submission.

Conclusions: Allegation substantiated. We found neither justifications at NSWC, Crane, with the exception of BSAT direction, to support removal of the attachments from the NSWC, Louisville submission nor identification of higher echelon changes as required by SECNAVNOTE 11000. The inability of NSWC, Louisville to provide site specific input to the submissions and not being allowed to dispute directed changes by NSWC, Crane or NSY, Norfolk put NSWC, Louisville in a position of certifying

information that *"did not"* contain information considered accurate and complete to the best of their knowledge and belief.

ALLEGATION 5: **"Low-ball" estimates submitted by competing interests and higher echelons will not provide adequate BRAC 95 funding to accomplish relocation of NSWC, Louisville capability, nor sufficient funds and resources to reestablish the programs at the gaining activities.**

Industrial Process Documents

Criteria: NAVSEAINST 4160.2 of 12 January 1982 states that industrial process documentation, including Technical Repair Standards (TRS) be developed for intermediate and depot level support of NAVSEA Systems and equipment requiring overhaul or repair procedures that are not addressed in an approved NAVSEA technical manual. Shortly after this Instruction was established, NSWC, Louisville requested, and obtained a waiver from developing this documentation due to the high cost to document all processes performed at that activity.

During BRAC 93, NSWC, Louisville received a scenario from the BRAC Commission for closure of NSWC, Louisville, and transfer of all work to private industry. Among the costs submitted, industrial process documentation was established at approximately $81 million.

NSWC, Louisville's initial BRAC 95 submission of scenarios 028 (Move all NSWC, Louisville work to NSWC, Crane) and 012/013 (Move all NSWC, Louisville work to Norfolk) included TRS and Industrial Process Documents (IPD) costs of $62 million for moving all work to NSWC, Crane, and $81 million if work was moved to NSY, Norfolk.

Square Footage Capacity, Equipment Requirements Stabilized Wage Rates

Criteria: Scenario 012/013 calls for movement of all NSWC, Louisville work to NSY, Norfolk, and closure of NSWC, Louisville. Scenario 012A/013A calls for movement of CIWS to NSWC, Crane all other NSWC, Louisville work to NSY, Norfolk, and closure of NSWC, Louisville.

NAVSEA 07F letter of 14 October 1994 "FY95 Stabilized Manday Rates at Naval Shipyards" incorporates the approved and published rates by NAVCOMPT in September 1994.

Discussion: Based on discussions with key NSWC, Louisville personnel, the allegation was centered on: TRS/IPD costs; square footage capacity; equipment requirements by gaining activities, and; stabilized wage rates. As a result, our review focused on these costs.

Conclusions:

Industrial Process Documentation

Allegation substantiated. After NSWC, Louisville's initial submission of scenario 028, which included NSWC, Crane's enclosure (3) identifying $62 million for TRS/IPD costs, NSWC Headquarters took issue with these costs. On 27 November 1994, an NSWC, Crane employee went to NSWC, Louisville to review the TRS/IPD costs initially submitted. On 1 December 1994, NSWC, Crane reduced these TRS/IPD costs of $62 million to $18 million. However, on 28 November 1994, NSY, Norfolk had already submitted a revision to scenario 012/013, enclosure (3) also reducing the TRS/IPD costs from $81 million to $18 million. We reviewed supporting documentation at NSWC, Louisville and determined that the rationale used in support of the initial $81 million was valid. We also identified funding documents for 2 previous TRS/IPD processes - $409,000 for documenting gear boxes, and $1 million for documentation and supporting requirements for the MARK-92 System.

However, in reviewing the justifications for NSWC, Crane and NSY, Norfolk, we concluded the rationale did not appear valid, and, in fact, determined that totally different methods were used to calculate the reduction of the TRS/IPD costs to identical $18 million figures.

Square Footage Capacity

Allegation substantiated. In NSY, Norfolk's initial submission of scenario 012/013 (18 November 1994), enclosure (3), approximately 400,000 square feet at an estimated MILCON cost of $39.1 million was required for all NSWC, Louisville production and storage. This included approximately 200,000 square foot capacity (production and storage) for the CIWS.

On 16 December 1994, scenario 012A/013A was established to move CIWS to NSWC, Crane, and all other work to NSY, Norfolk. In NSWC, Crane's initial submission to this scenario, 100,000 square footage requirements were established for the CIWS. After discussions with NSWC, Crane, and BSAT members, we determined that this 100,000 square footage requirements was for CIWS production only, at a renovation cost of $20 per square foot. An additional 115,000 was available for CIWS storage requirements. Because there were not renovation costs required for this space, NSWC, Crane did not have to include in their submission.

After the NSWC, Crane submission of 012A/013A, NSY, Norfolk revised the initial 18 November 1994 submission for new construction requirements of production and storage requirements. In that revision of 22 December 1994, NSY, Norfolk revised the cost estimates from $39.1 million new construction funding, to $7.3 million for renovation costs. This included $2.7 million in renovation costs for 137,000 square feet ($20 square foot) for CIWS, which was identical to the $20 square foot renovation costs of NSWC, Crane submission of 16 December 1994. Discussions with NSY, Norfolk personnel confirmed this on 13 February 1995.

Equipment Requirements

This allegation could not be substantiated. Although on NSY, Norfolk's initial submission to scenario 012/013 indicated that no personnel or equipment were required, after several visits to NSWC, Louisville, these estimates were increased to 469 personnel and 253 pieces of equipment. NSWC, Louisville personnel felt that NSY, Norfolk personnel did not consider all aspects of the equipment requirements (tooling, capacity, software modifications, calibrations). However, without a total review of current NSY, Norfolk equipment capacity, we could not determine the true requirement.

Stabilized Wage Rates

This allegation could not be substantiated. In the final submissions of scenarios 012/013 the net mission costs (including stabilized wage rates) were reduced to $0. According to NSWC, Louisville personnel, this allegation was directed at a NAVSEA 07F "COMPUTER MODEL" that reduced the published NAVCOMPT rates for NSY, Norfolk stabilized wage rate from approximately $630 to $385, similar to NSWC, Louisville's wage rate. This, according to information received by NSWC, Louisville, created a "wash" for the labor rates.

However, we determined through the BSAT that it was a BSEC/BSAT decision to remove wage rates for "nonhomogeneous" activities. We were informed this meant that if a Technical

Center, like NSWC, Louisville, moved to a shipyard, those costs would be removed from all scenarios because the movement would not change the major type of work at the gaining activity, in this case, NSY Norfolk. As a result, this decision effected all scenarios involving these type of movements and singularly NSWC, Louisville.

ALLEGATION 6: **One of the bidding activities was NSWC, Louisville's parent command, NSWC, Crane (conflict of interest).**

Criteria: Department of Defense (DOD) Joint Ethics Regulation DOD 5500.7-R of 30 August 1993 provides a single source of standards of ethical conduct and ethics guidance and is applicable to all DOD employees regardless of civilian or military grade. Pertinent provisions are:

- Employees shall endeavor to avoid any actions creating the appearance that they are violating the law or the ethical standards set for in this part. Whether particular circumstances create an appearance that the law or these standards have been violated **shall be determined from the perspective of a reasonable person with knowledge of the relevant facts.**

- Public service is a public trust, requiring employees to place loyalty to the Constitution, the laws and ethical principles above private gain.

- Employees shall put forth honest effort in the performance of their duties.

- Employees shall not use public office for private gain.

- ...An employee on detail, including a uniformed officer on assignment for a period in excess of 30 calendar days shall be subject to any supplemental regulations to which he is detailed...

- An employee shall not engage in a financial transaction using nonpublic information, nor all the improper use of nonpublic information to further his own private interest or that of another, whether through advice or recommendation, or by knowing unauthorized disclosure.

Discussion: BRAC 91 reorganized NSWC, Louisville under NSWC, Crane in the NAVSEA chain of command. Under BRAC 95, NSWC, Crane received at least one data call scenario which would have closed

NSWC, Crane and moved work to NSWC, Louisville and other open Navy activities. Discussions with personnel, and review of documentation related to scenarios 012/013 and 012A/013A indicate there was an adversarial relationship between the NSWC, Crane BRAC personnel, and the NSWC, Louisville BRAC personnel. The perception of NSWC, Louisville personnel was that NSWC, Crane was intentionally reducing closure costs of NSWC, Louisville in order to ensure NSWC, Crane would remain open.

The NSWC Headquarters BRAC Coordinator for BRAC 95 was the NSWC, Crane BRAC Coordinator for BRAC 93. This individual was still an employee of NSWC, Crane, detailed to NSWC Headquarters for the BRAC 95 process. According to sources, during BRAC 93, this individual was actively involved in compiling financial information, including Industrial Process Document costs, for a scenario that would have closed NSWC, Louisville and moved all work to private industry. The perception of NSWC, Louisville personnel is that this individual was also actively involved with reducing closure costs of NSWC, Louisville.

Conclusion: Allegation is substantiated. The appearance of a conflict of interest between NSWC, Crane BRAC personnel, and the NSWC Headquarters BRAC coordinator is apparent to the perspective of a reasonable person with knowledge of the relevant facts. This perspective appears to meet the first provision of DOD 5500.7-R.

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Document Separator

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
19 January 1995

AUDIT ASSIGNMENT LETTER

SOURCE: Naval Audit Service, Director, Plans and Policy Directorate; Joan T.Hughes, Acting.

PURPOSE: To provide documentation of audit assignment related to "Assistance to Naval Sea Systems Command Inspector General (NAVSEASYSCOM IG)".

CRITERIA: Naval Audit Handbook Section 306 - Audit Assignment Letter.

SCOPE: Assistance to NAVSEASYSCOM IG as a result of NAVSEASYSCOM ltr 5370 1493C Ser OON1D/054 dated 13 January 1995 (attached).

CONCLUSION:

Pages 2 and 3 attached is the audit assignment letter from the Director, Plans and Policy Directorate to the Director, Operational Support Audits Directorate. (NAVAUDSVC Memo 7500, AUD-212 dated 13 January 1995)

Page 4 attached is the request for assistance from NAVSEASYSCOM (ltr 5370 1493C, Ser OON1D/054, dtd 13 Jan 95) to review alleged inaccuracies in BRAC statistics pertaining to Naval Ordnance Station, Crane Division, Naval Surface Warfare Center, Louisville, Kentucky.

DC 2/8/95

DEPARTMENT OF THE NAVY
NAVAL AUDIT SERVICE
5611 COLUMBIA PIKE
ROOM 506B, NASSIF BLDG
FALLS CHURCH, VA 22041-5080

7500
AUD-212

13 JAN 1995

MEMORANDUM

From: Director, Plans and Policy Directorate
To: Director, Operational Support Audits Directorate

Subj: ASSISTANCE TO NAVAL SEA SYSTEMS COMMAND INSPECTOR GENERAL (NAVSEASYSCOM IG)

Encl: (1) NAVSEASYSCOM ltr 5370 1493C Ser 00N1D/054 of 13 Jan 95

1. We were requested (enclosure (1)) to provide assistance to the NAVSEASYSCOM IG in completing an investigation of hotline allegations concerning the 1995 base closure and realignment statistics pertaining to the Naval Ordnance Station, Crane Division, Naval Surface Warfare Center, Louisville, KY. As discussed with you, we are forwarding the request and information obtained to date for your action.

2. The allegations concern the 1995 base closure and realignment process and data. We have an ongoing audit (94-0011) of the 1995 process which includes validating selected data. In light of this audit effort, Mr. Shaffer discussed this request for assistance with Mr. Donald Davis (DoD Assistant Inspector General for Audit Policy and Oversight) on 13 January 1995. As discussed with Mr. Davis, we can provide the requested assistance but should take appropriate precautions to ensure both actual and perceived independence.

a. No Naval Audit Staff that participated on the current base closure audit (94-0011) is to be assigned to this assist effort. Additionally, information and data (e.g., review of germane 94-0011 work papers) may be obtained from the base closure audit staff; however, the assist work and results are not to be discussed with any staff who worked on 94-0011 or acted in any review capacity.

b. This assist effort is to provide information to the NAVSEASYSCOM IG in preparing their investigation report. Since the allegations involve various echelons in the NAVSEASYSCOM chain of command, we should review the final investigation report to ensure fair and accurate interpretation and presentation of our results.

3. Please direct any questions to Mr. Sam Chason, (703) 756-2135.

Joan T. Hughes
JOAN T. HUGHES
Acting

2/8/95

Subj: ASSISTANCE TO NAVAL SEA SYSTEMS COMMAND INSPECTOR GENERAL (NAVSEASYSCOM IG)

Copy to: (w/o encl)
OO
AUD-3

2/8/95

A-1 of 3

DEPARTMENT OF THE NAVY
NAVAL SEA SYSTEMS COMMAND
2531 JEFFERSON DAVIS HWY
ARLINGTON VA 22242-5160

IN REPLY REFER TO
5370 1493C
Ser 00N1D/054
13 Jan 95

FOR OFFICIAL USE ONLY

From: Commander, Naval Sea Systems Command
To: Auditor General of the Navy

Subj: ALLEGED INACCURACIES IN BRAC STATISTICS PERTAINING TO NAVAL ORDNANCE STATION, CRANE DIVISION, NAVAL SURFACE WARFARE CENTER, LOUISVILLE, KENTUCKY

Ref: (a) PHONCONS NAVSEA (SEA 00N1D) Mr. Jerome T. Cherry/ NAS (AUD-212) Mr. Sam Chason of 10 and 11 Jan 95

1. In confirmation of reference (a), your assistance is requested in reviewing the subject allegations. The allegations, made by a complainant who wishes anonymity, were received by the office of the NAVSEA Inspector General.

2. The anonymous complainant charges that the cost figures Ordnance Station Louisville prepared, as part of the Base Realignment and Closure (BRAC) process, have been improperly changed and/or deleted from information submitted to appropriate bodies. The complainant says there is no logical basis for some of the figures that will be given to the BRAC, and that the BRAC process has been violated. The complainant states that ample documentation is available to substantiate the allegations.

3. It is requested that your assistance include a review of pertinent statistics and documentation so as to prove or refute the complainant's charges. (Toward this end, summaries of the complainant's concerns have been provided to NAS' Mr. Chason, reference (a) pertains.)

4. NAVSEA will provide any aid that you may require. The NAVSEA point of contact, Mr. Cherry, may be contacted on (703) 602-2855.

D. A. ALBRECHT
CAPT, JAGC, USN
Inspector General

2/8/95

ENCLOSURE (1)

A-1-4

Document Separator

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
19 January 1995

OPENING CONFERENCE RELATED TO REQUEST BY NAVSEASYSCOM IG FOR ASSISTANCE IN REVIEWS OF ALLEGED INACCURACIES IN BRAC STATISTICS PERTAINING TO NAVAL ORDNANCE STATION, CRANE DIVISION NAVAL SURFACE WARFARE CENTER, LOUISVILLE, KY (INCLUDING MEMOS OF CONVERSATIONS AND REQUEST)

SOURCE: Capt. D.A. Albrecht, JAGC USN Inspector General and Mr. Jerome Cherry, NAVSEA Inspector General Office; CP5 Crystal City, Comm 703-602-2855. Other sources or documentation is referenced within or attached to this working paper.

PURPOSE: To provide documentation requesting assistance from the Naval Audit Service related to "Alleged Inaccuracies in BRAC Statistics Pertaining to Naval Ordnance Station, Crane Division, Naval Surface Warfare Center (NSWC), Louisville, KY". In addition, to document initial meeting between NAVAUDSVC and Naval Sea System Command Inspector General Office and provide documentation of all written correspondence of the allegations.

CRITERIA: Naval Audit Handbook Section 506.3 regarding documentation of all meetings; and Section 314 regarding Investigative Assistance.

SCOPE: Assistance to Naval Sea Systems Command Inspector General (NAVSEASYSCOM IG) related to Alleged Inaccuracies in BRAC Statistics Pertaining to Naval Ordnance Station, Crane Division, Naval Surface Warfare Center, Louisville, KY as of 20 January, 1995. The assignment number reference is 95-0044.

CONCLUSION/DISCUSSION:

PAGE 5 ATTACHED IS THE REQUEST FROM THE COMMANDER, NAVAL SEA SYSTEMS COMMAND TO THE AUDITOR GENERAL OF THE NAVY REQUESTING OUR ASSISTANCE RELATED TO BRAC STATISTICS AT NSWC LOUISVILLE. THE DOCUMENT IS DATED 13 JANUARY 1995 AND IS SIGNED BY CAPT D.A. ALBRECHT.

Per pages 6 through 9 of this working paper; we were provided a copy of a Hotline Complaint dated 29 December 1994. The name of the investigator is Ann Gallagher, OON1M. The subject of the complaint is related to the Naval Surface Warfare Center, Louisville site. The complainant states that the process and the technical data is not accurate in the ratings for base closure. These documents provide the request and initial allegations by the complainant.

2/8/95

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
19 January 1995

OPENING CONFERENCE RELATED TO REQUEST BY NAVSEASYSCOM IG FOR ASSISTANCE IN REVIEWS OF ALLEGED INACCURACIES IN BRAC STATISTICS PERTAINING TO NAVAL ORDNANCE STATION, CRANE DIVISION NAVAL SURFACE WARFARE CENTER, LOUISVILLE, KY (INCLUDING MEMOS OF CONVERSATIONS AND REQUEST)

Per pages 10 through 12 of this working paper; we were provided a follow-up memo related to a 9 January 1995 discussion between Ms. Ann Gallagher, Capt. Albrecht, and Mr. Jerome Cherry of the NAVSEASYSCOM IG and the anonymous Complainant. This reference provides addition detail of the specific complaints/allegations pertaining to the BRAC statistics in the data call information related to Closure of NSWC Louisville, KY and movement of workload to other shipyards. The attachments noted on page 11 are found on pages 6 through 9 of this working paper.

Pages 13 through 16 of this working paper is a copy of additional information provided to us as a result of a meeting between Mr. Cherry and Capt. Albrecht of the NAVSEASYSCOM IG and Naval Audit Service, Mr. Ron Booth and Mr. Skip Magner. These audit service representatives were involved with the audit of BRAC (94-0011) and review of data call information and source documents. The contents in this memo related to a meeting on 11 January 1995 provide more information about the complainant's allegations/concerns of data call figures submitted regarding the closure of NSWC Louisville, KY.

OC 2/8/95

A-2-2

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
19 January 1995

OPENING CONFERENCE RELATED TO REQUEST BY NAVSEASYSCOM IG FOR ASSISTANCE IN REVIEWS OF ALLEGED INACCURACIES IN BRAC STATISTICS PERTAINING TO NAVAL ORDNANCE STATION, CRANE DIVISION NAVAL SURFACE WARFARE CENTER, LOUISVILLE, KY (INCLUDING MEMOS OF CONVERSATIONS AND REQUEST)

On 19 January 1995 an official opening conference was held to discuss the assignment of "Assistance to Naval Sea Systems Command Inspector General (NAVSEASYSCOM IG) (95-0044)". Meeting attendees were as follows:

NAVAUDSVC - Mr. Dan Cejka, AUD4B, Director of Production
Mr. Gerald Colaneri, Auditor, Alt Dir. of Production
Mr. Ron Booth, CAP Region BRAC Coordinator
Mr. Dave Coleman, CAP Region BRAC Team Leader for review of data at NWSC Crane, IN

NAVSEASYSCOM IG - Capt D.A. Albrecht, JAGC, USN
Mr. Jerome Cherry, NAVSEASYSCOM IG (SEA OON1D)

Initially Mr. Cejka provided general information related to the NAVAUDSVC involvement in providing assistance to the NAVSEASYSCOM IG. Mr. Cejka provided a brief summary of the normal procedures we would adhere to and how reporting would occur. He emphasized that we would need the IG to provide us with access to personnel and activities referred to in the allegations.

Mr. Cherry provided the audit service with additional information related to POC's and information obtained during a conversation with the anonymous source at NSWC Louisville, KY. This information can be found on Page 17 of this working paper.

Capt Albrecht then express his concerns related to the allegation in that he had no preconceived notions and that he would provide us his full cooperation in performing our reviews. "He just wanted to know if in fact figures were changed, where the changes were made, if supporting documentation was available, and if the changes were substantiated". Capt Albrecht then explained the chain of command for certifying the data calls in question. The chain of command is as follows:
1) Initiating Activity CO (NSWC Louisville, KY who is under the command authority of NSWC Crane IN); 2) NSWC Crane IN CO; 3) NAVSEA NSWC (Adm Sergeant) in Washington DC; 4) NAVSEASYSCOM; 5) CNO (N4). We were informed that whenever changes are made the revisions are sent to the activity at lower echelons. The final product has to be certified by each of the echelons and any exceptions to the final product have to be noted when certified. If no exceptions are noted, the CO has agreed to all changes/figures enclosed.

2/8/95

A-2-3

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
19 January 1995

OPENING CONFERENCE RELATED TO REQUEST BY NAVSEASYSCOM IG FOR ASSISTANCE IN REVIEWS OF ALLEGED INACCURACIES IN BRAC STATISTICS PERTAINING TO NAVAL ORDNANCE STATION, CRANE DIVISION NAVAL SURFACE WARFARE CENTER, LOUISVILLE, KY (INCLUDING MEMOS OF CONVERSATIONS AND REQUEST)

We then asked Mr. Booth about his involvement in the review of BRAC data calls. He explained that Mr. Coleman was the team leader for reviews of NSWC Crane, IN. However, he explained that NSWC Louisville was not included in their sample and that all he had related to Louisville was the data calls. No review or verification of figures and source documents were done by the NAVAUDSVC. Reviews performed at NSWC Crane only accounted for information prepared by that activity. He explained that we could review any data related to NAVAUDSVC reviews and he would provide his full cooperation in our investigation. Further, he provided us a copy of the latest data call submissions related to NSWC Louisville, KY.

After general discussion regarding the attached documentation and allegations we were provided with additional points of contact that may be of assistance to us performing our reviews. They are: Capt Moeller who is a member of the BSAT; Mr. Bob Matthews and Mr. Denny Wagner who are the BRAC coordinators at Crane IN; and Mr. Jerry Gratten who is the head civilian (Technical Director) at NSWC Louisville, KY.

Mr. Cherry agreed to handle all liaison for Mr. Cejka and Mr. Colaneri to perform site visits in Louisville, Crane, and Norfolk (including visit request). Mr. Cherry also informed us that the anonymous source was now willing to meet with us. A name and position was provided, however, at this time we felt it was best to keep the source anonymous.

Page 4 of this working paper is the official request for our assistance related to ALLEGED INACCURACIES IN BRAC STATISTICS PERTAINING TO NAVAL ORDNANCE STATION, CRANE DIVISION, NAVAL SURFACE WARFARE CENTER, LOUISVILLE, KY.

OC 21 8/95

A-2.4

DEPARTMENT OF THE NAVY
NAVAL SEA SYSTEMS COMMAND
2531 JEFFERSON DAVIS HWY
ARLINGTON VA 22242-5160

IN REPLY REFER TO

5370 1493C
Ser 00N1D/054
13 Jan 95

FOR OFFICIAL USE ONLY

From: Commander, Naval Sea Systems Command
To: Auditor General of the Navy

Subj: ALLEGED INACCURACIES IN BRAC STATISTICS PERTAINING TO NAVAL ORDNANCE STATION, CRANE DIVISION, NAVAL SURFACE WARFARE CENTER, LOUISVILLE, KENTUCKY

Ref: (a) PHONCONS NAVSEA (SEA 00N1D) Mr. Jerome T. Cherry/ NAS (AUD-212) Mr. Sam Chason of 10 and 11 Jan 95

1. In confirmation of reference (a), your assistance is requested in reviewing the subject allegations. The allegations, made by a complainant who wishes anonymity, were received by the office of the NAVSEA Inspector General.

2. The anonymous complainant charges that the cost figures Ordnance Station Louisville prepared, as part of the Base Realignment and Closure (BRAC) process, have been improperly changed and/or deleted from information submitted to appropriate bodies. The complainant says there is no logical basis for some of the figures that will be given to the BRAC, and that the BRAC process has been violated. The complainant states that ample documentation is available to substantiate the allegations.

3. It is requested that your assistance include a review of pertinent statistics and documentation so as to prove or refute the complainant's charges. (Toward this end, summaries of the complainant's concerns have been provided to NAS' Mr. Chason, reference (a) pertains.)

4. NAVSEA will provide any aid that you may require. The NAVSEA point of contact, Mr. Cherry, may be contacted on (703) 602-2855.

D. A. ALBRECHT
CAPT, JAGC, USN
Inspector General

2/8/95

11-2-5

NAVSEA HOTLINE COMPLAINT (CONFIDENTIAL SOURCE)

NAME OF INVESTIGATOR: Ann Gallagher, 00N1M

DATE OF CALL: 29 Dec 94

SUBJECT OF COMPLAINT: NAVAL SURFACE WARFARE CENTER, LOUISVILLE SITE. COMPLAINANT STATES THAT THE PROCESS AND THE TECHNICAL DATA IS NOT ACCURATE IN THE RATINGS FOR BASE CLOSURE

ALLEGATION:

Hotline complainant wished to report about the process regarding base closure. Stated that NSWC, Crane had an on-site review/audit regarding base closure but Louisville did not.

Stated that information (example, $ amounts needed to relocate tasks) has been requested about Louisville but the basis for the information is inaccurate due to changes. Complainant stated that local people will not certify the documentation because they feel it is incomplete due to changes. Part of these changes is the shipyard rates have changed.

Complainant also stated that data is signed at Louisville then forwarded to Crane for final signature. Complainant said that portions of the data is forwarded with blank data.

Complainant stated that there was a "bidding war" for competing sites.

Complainant stated that the technical information is not accurate in the ratings for base closure.

Complainant would like:
o Would like an independent review of the Louisville base closure process.

o Would like Louisville to be afforded an independent on-site audit, as did Crane.

o Would like someone to look at the fact local people will not certify data because of changes.

INVESTIGATOR'S COMMENTS:
1) Complainant wished to remain anonymous.
2) Complainant spoke very fast and gave an abundant amount of information.
3) Complainant will try to fax (either 30 Dec or 3 Jan) a more detailed and complete outline of the complaint.

7/8/95

2

- Local team certification sheets not signed because data modified per direction of higher echelon Command.

- Data sheets changed by higher echelon without identifying them as higher echelon changes (SECNAVNOTE 11000 dated 08 Dec 93).
  - Six different packages of revised scenario data sheets were provided to NSWC, Louisville by NSWC, Crane as changes submitted by NSWC, Crane. There is no indication on these sheets that they are higher echelon changes nor do they include justification for the changes. This violates SECNAVNOTE 11000. The revised pages deleted data/costs provided by NSWC, Louisville and the revised pages are "intentionally left blank" pages.

- NSWC, Crane submitted revised pages in response to BSAT questions without input from NSWC, Louisville.

- Ability to provide independent site specific input eliminated by Chain-of-Command.
  - Several attempts to highlight "by direction" inputs were eliminated from the scenario response by the higher echelon command

- "Low-ball" estimates submitted by competing interests and higher echelons will not provide adequate BRAC-95 funding to accomplish relocation of NGWS capability.

- Resultant reductions in scenario data call costs have left the transitioning programs with insufficient funds and resources to accomplish reestablishment of the functions at the "Gaining Activities".

-

- BRAC-95 scenario data is inaccurate for the following reasons:
  - Unrealistic cost/time quotes from Gaining Activities.
  - A "bidding war" developed between Gaining Activities.
  - One of the bidding activities was NSWC, Louisville's parent Command, NSWC, Crane (conflict of interest).
  - Parent Command established special labor rates for itself and subordinate Activity to favor moving workload in select scenarios.
  - Inaccurate labor rates provided by NAVSEA 07 for Gaining Activity, NSY Norfolk, were used in lieu of NAVCOMPT/NAVSEA published rates to favor move to NSY Norfolk (conflict of interest).
  - Net Mission Costs (increased manday/stabilized labor rate) for moving NSWC, Louisville workload deleted by parent Command to deliberately suppress the cost of closure.

- BRAC-95 data is inconsistent with certified and accepted BRAC-91 and BRAC-93 data due to higher echelon reductions to BRAC-95 costs.

- BRAC-95 costs were artificially lowered by competing interests and higher echelons when certified functions/capability requirements were ignored (BRAC-95 Data Calls #4, 5, 12, and 14).

- BRAC-95 Data Calls #4, 5, 12, and 14 certified technical and cost requirements. These data calls were certified as accurate by the preparing Activity and higher echelon Commands. These technical requirements were abandoned in favor of reduced technical requirements for the purpose of artificially reducing costs.

  - Unique facilities originally certified as functional requirements for transitioning product lines have been deleted.

  - Necessary plant equipment, tooling, fixtures and test equipment identified for transition to Gaining Activity have been artificially reduced/e[illegible]nated.

NAVAL SEA SYSTEMS COMMAND INSPECTOR GENERAL

REPORT OF INVESTIGATION

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2/8/95

Memo.

1. On 9 January 1995, CAPT Albrecht, Ms. Ann Gallagher, and I, met with a complainant who wished to remain anonymous, at least for now. Complainant's concerns dealt with the accuracy of statistical information that will be provided to the BRAC. The statistics and information in question dealt with Naval Ordnance Station Louisville. (The identity of the complainant is recorded, on a separate report, in NAVSEA 00N. The complainant indicated a willingness to provide additional information as needed. SEA 00N can make contact with the complainant.)

2. (This meeting was set up on 29 December 1994 when the anonymous complainant called CAPT Albrecht and requested it. Attachment (1) applies. Note: on 29 December 1994, Ms. Gallagher alsoreceived a telephone call related to this issue. Her write-up olf the complaint she received, from an anonymous complainant, is affixed as attachment (2).)

3. The heart of the complainant's charge, during the paragraph 1 described 9 January meeting, was that rules are not being followed in the gathering of information for the BRAC. For instance, the complainant said that the Ordnance Station has had to prepare estimates on the costs of moving Ordnance functions to various activities in the event of the Ordnance station's closure. These statistics are certified as accurate by the people who come up with them at the Ordnance Station. The complainant said that the station has been directed, by Crane or Naval Surface Warfare Center, to change some of the figures (thus making them more favorable to this or that cause/activity). The complainant said there has been no basis for such changes and Ordnance station people have refused to certify them, but the station works for Crane and has forwarded the figures it was told to use. In some cases, Crane revised figures without any Louisville input. The complainant provided a three page outline of his charges, attachment (3), and discussed some of this feelings. In short, the complainant saw Crane, as the parent of Louisville, in a conflict of interest situation and felt Crane's actions reflected this.

4. The key example given by the complainant dealt with the Phalanx program --on which the Ordnance Station is the In-Service Engineering Agent.

5. Complainant said the changes to some of the figures make the information (as it applies to Louisville) misleading--and thus without credibility.

6. Complainant described some of the statistics as "artificial." Complainant, for instance, questioned the veracity of labor rates submitted by Norfolk Naval Shipyard (a possible recipient of work the Ordnance Station is now doing.)

2/13/95

7. An example of an inaccurate figure: the complainant said that the Ordnance Station cited a figure of $82m for Technical Repair Standards (TRSs). The station was told--I think the source said by Crane--to make it $18m. The complainant said specific examples of incorrect figures/information, could be provided.

8. The complainant sees violations of instructions on how information is reported to the BRAC/sees a violation of SECNAV instructions. The complainant stressed that concerns outlined herein were related to the impact on the Navy of the BRAC getting inaccurate figures--not just to the impact on a given activity.

Attachments:

(1) CAPT Albrecht Note
(2) Ms. Gallagher write-up of a separate hotline
(3) Complainant's sheets of allegations

2/8/95

NAVAL SEA SYSTEMS COMMAND INSPECTOR GENERAL

REPORT OF INVESTIGATION

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2/8/95

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A-2013

Memo.

1. On 11 Jan 95, CAPT Albrecht and I met with Mr. Ron Booth and Mr. Skip Magner of NAS. Purpose was the interview of the complainant regarding his BRAC concerns/allegations. Site: 00N conference Room.

2. The NAS reps went over the procedures in the submission of BRAC related material. Complainant provided information about the submission of material from NOSL.

3. In summary, complainant re-emphasized and expanded on some of the items discussed in the 10 Jan meeting. Complainant said that data calls for stats went out, but NOSL's inputs were changed and/or ingnored as the process went on. NOSL received directions from Crane and NSWC on what to put in for figures--after the original NOSL submissions. The original submissions were certified by NOSL personnel as required.

4. The NOSL figures and those produced by NNSY for a scenario in which Phalanx is moved to Norfolk were very differnt. NAVSEA direction was that agreement had to be reached--which the NAS people was appropriate and the complainant understood to be proper. Comlainant's concerns were with the NNSY figures--which complainant felt were unreal regarding rates.

5. Complainant expressed concern that Crane has attempted to take the Phalanx work, and specifically felt Crane's position in the chain was a conflict of interst since NOSL's loss can be Crane's gain.

6. Complainant cited the time it has taken Hughes to move Phalanx programs from California (where GE had it) to Tucson, AZ. It has taken more than two years and is still not finished. Complainant thus found claims of Crane and NNSY, in their "bidding wars" on moving NOSL's Phalanx equipments in 12 or 18 months to be void of reality--especially since the NOSL equipment is far more complicated than that in California.

7. Complainant reiterated that figures being provided the BRAC are so unrealistic that the Navy people who actually have to do the work on Phalanx when a move is done--say to Norfolk--will face an impossible task. This is one factor in the refusal of NOSL people involved in coming up with statistics (people who would probably make a move to Norfolk) to certify dictated figures that they know are "bogus."

8. Complainant said people from Norfolk have visited NOSL (as NOSL people have gone there to look at equipment, etc.) and the Norfolk people have acknowleded they are concerned that some of their figures are low balled.

DC 2/8/95

A-2-14

9. Re: NOSL submissions. Complainant said some of the NOSL stats have been taken out and it is not noticeable on the reports sent to BSAT, in other places it just says pages are blank, etc. Complainant said NOSL has not been advised of the basis for such changes.

10. The NAS peole said that a higher command does not have to tell the originating one why changes were made, but that there must be a record at that higher command of the reason for the change. That is where the audit comes in. An audit would review such pertient records--at NOSL, Crane, and NSWC. Auditors would want to see that the such figures are logical, etc., but would not delve (as I understood it) too deeply in that. But there would have to be lgical/supporting documentation for figures.

11. Complainant alleged intimidation from Crane in making NOSL CO certify some of the changed figures. NOSL civilians have refused to certify such changes, but the CO has had no choice.

12. Complainant felt Crane was driving down NOSL.

13. Complainant said NOSL people have documentaiton on all stats, pressure from Crane, etc.

14. (A group of 15s at NOSL came up with the stats. Groups of 14s and 13s, repsectively, also worked on the possible scenarios, etc.)

15. The NAS people got the datea calls and scenario numbers pertinent to NOSL.

16. The NOSL reps will brief their seniors and will conduct any inquiry deemed necessary. They will visit NOSL and Crane as needed--and review all documentation on going into BRAC stats etc.

17. They will advise me of their decision within a day or two.

JTC
11 Jan

Note: CAPT A and I disussed this matter after the meeting. This file will be a central file for any additinal incoming complaints on the BRAC and Louisville.

2/8/95

A 2 of 5

Jerry: please see me on this,

Ref: hotline call recieved 29 Dec 94. Complainant called and requested mtg with OON. OON would like me and OON1D to sit in on mtg (Monday 9 Jan at 10:00 am). Complainant told CAPT that he had not been in contact with OON prior to this, so it may be different person than whom I spoke with.

CC 1/9/95

(·)

Memo.

1. I spoke to the anonymous source.

2. Current Louisville Commanding Officer is CAPT John Cummings. Current Crane Commander is CAPT Jeff Carney. They each assumed command in the summer. CAPT Cummings took over around the end of August/CAPT Carney around the beginning.of that month. Data calls commenced under the old Commands, but the secenarios, pressure to change figures, etc., have occurred under the new ones. C

2. Norfolk NSY people visited Louisville on several occasions. Louisville people went to Norfolk once. The Norfolk people specifically stated that they felt some of their figures were too low and had to be upped. But when they got back to Norfolk they were unable to make their cases--and the shipyard lowered their estimates still further.

3. The source said that Norfolk really had to take certain Louisville equipment if it (Norfolk) was to do the Phalanx job. But Norfolk did not include the moving of this equipment in its figures. This meant that the figures were not complete and that Norfolk, if it should get the Phalanx work, would not have the capacity to do it.

4. Records at Louisville list all the Norfolk people who visited. Mr. Duff Porter, GM-15, was one of the people and he made comments about the figures. A number of people at Louisville heard the comments and can verify this.

5. The source said that Crane has modified Norfolk's figures as well as Louisville figures. (Additional discussion with the source would be needed to clarify this.)

6. The source said that the Crane policy on the BRAC is really the policy of the ED, Mr. D. Reece. Source said this is commonly understood to be the case. Source noted that there are various BRAC teams--"A," "B," and "C" that deal with putting togdther narratives, getting together data, and contacting gaining and losing activities, respectively. Source said many team members could confirm that talking with Crane people leads inevitably to the respone/reaction that nothing can be done until Mr. Reece is briefed and decides. The Norfolk people, at least, seemed to have some freedom to make decisions, give comments, etc.

7. It is said at Ordnance Station Louisville that the "alternative plan," the plan to put the Phalanx program at Crane instead of Norfolk, was Mr. Reece's idea. The source felt that Mr. Reece calls the shots on the Crane game plan.

JTC
18 Jan 95

2/8/95

A-2.17

Document Separator

MEETING WITH BASE STRUCTURE ANALYSIS TEAM (BSAT) REGARDING DATA CALL SUBMISSION AND SCENARIOS AFFECTING THE NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, LOUISVILLE, KY

SOURCE: Meeting between the Base Structure Analysis Team (BSAT) and NAVAUDSVE on 20 January 1995. Those present were: BSAT - Capt Bob Moeller, #681-0456 and Cdr Dennis Biddick, #681-0455. NAVAUDSVC - Mr. Dan Cejka, Director of Production, DSN 289-8863 and Mr. Gerald Colaneri, Alt Dir of Production, DSN 680-8286 Ext 323. The meeting was conducted at Chief of Naval Analysis (CNA) building in Alexandria, VA.

PURPOSE: To discuss BRAC process related to data calls and submissions by Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to other shipyards throughout the Navy.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls submitted to the BSAT regarding scenario's involving NSWC, Crane Detachment, at the Naval Ordnance Center in Louisville, KY. These discussions were of the events that had occurred as of 20 January 1995.

CONCLUSION/DISCUSSION:

Capt Moeller and Cdr Biddick were the BSAT members involved in the review of NSWC Louisville, KY data calls and statistics included. Firstly, Capt Moeller explained the BRAC process for the Navy and how they followed the Chain of Command. This process is as follows: (a) Individual Activity (in this case NSWC Louisville - Commanding Officer is Capt Cummings); (b) NSWC Crane, IN (they are in the Louisville Chain of Command - Louisville is just a detachment of Crane Operations - The Commanding Officer at Crane is Capt Carney); (c) The Commanding Officer at the Naval Surface Warfare Center Headquarters who is RADM Sargent; (d) Commander of NAVSEA who is VADM Sterner; (e) CNO (in this case N-4 or VADM Earner); and (f) The BSAT who reports to the Base Structure Evaluation Committee (BSET) who reports to Congress. Within this chain of command, every echelon has to certify the information that is submitted or note any exceptions to their certification that they don't agree with. Whenever a change is made to information

MEETING WITH BASE STRUCTURE ANALYSIS TEAM (BSAT) REGARDING DATA CALL SUBMISSION AND SCENARIOS AFFECTING THE NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, LOUISVILLE, KY

contained in the data call the package has to be sent back down the change of command with explanations for the change and recertification and verification of the information.

We then questioned how many scenario's or data calls was the NSWC Louisville involved in. Cdr Biddick explained that from a Louisville standpoint they had only one scenario and that was "Closure of NSWC Louisville, KY". However, there were three packages submitted as a result of where the work load would be moved.

SCENARIO 1 (Numbered 12 by NWC and 12/13 by BSAT) were submissions related to Closing Louisville and distributing the workload to other shipyards throughout the Navy. - **NOTE: WE ASKED FOR A COPY OF THIS PACKAGE, HOWEVER, CDR BIDDICK SAID HIS WORKING COPY WAS TOO MARKED UP AND DID NOT WANT TO PROVIDE US A COPY OF THIS SUBMISSION - HE DIDN'T HAVE A CLEAN COPY...**

SCENARIO 2 (Numbered 12 Mod by NWC and 12A/13A by BSAT) which modified the first submission by changing the bottom line numbers to reflect agreements made between BSAT, NAVSEA, and the respective Commanding Officers involved (Louisville, Crane, and Norfolk Naval Ship Yard).

SCENARIO 3 (Numbered 12A/13A by NWC and 12B/13B by BSAT). This scenario modified the original scenario by adding that the work would also be distributed to NSWC Crane, IN and other Navy Shipyards. Nothing Changed with respect to closing NSWC Louisville.

We were informed that all three scenario's would be submitted to the BSET for their decision. The BSAT may make a recommendation as to their preference, however, all have an equal chance of being selected.

The BSAT does not alter any figures. They only submit what has been given to them (in this case N4) and certified throughout the chain of command. Further, unless a figure has been annotated that

MEETING WITH BASE STRUCTURE ANALYSIS TEAM (BSAT) REGARDING DATA CALL SUBMISSION AND SCENARIOS AFFECTING THE NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, LOUISVILLE, KY

a change has occurred (Marked with an "R"); they have no way of knowing that a change has occurred throughout the chain of command. It was BSAT verbal policy to have commands annotate revisions from originator's submissions on revised pages of that submission. The BSAT may question figures and recommend changes, however, they only evaluate/analyze the certified data and determine what factors or figures should be considered given the proposed scenario. For an example of their analysis in this case: BSAT methodology determined that figures related to wage rates would not be used in making a decision. The reason for this was because comparing wage rates at a NSWC and Naval Shipyard have no merit. Although wage rates are published, analysis can be made to look however the preparer wants it to look like. For instance, in the package we reviewed (12B/13B), NSWC Louisville projected an increase in wage rate costs of about $32 million; yet when computed by the BSAT they estimated a savings of about $25 million. This was due to vacant capacities at the Norfolk Naval Shipyard (if an activity is not currently fully employed, you can not use published wage rates and simply multiply the amounts by the workyears projected to accomplish the work being relocated. - There would be economies that would ultimately alter the rate.) Since in this scenario as well as others throughout the BRAC process involve work being moved to non-like activities (i.e. NSWC to Shipyards) the BSAT made a decision to exclude all wage rate comparisons involving shipyards throughout their BRAC analysis.

We next asked if additional cost ever get included in their analysis? We were told that they only use the information provided in the data calls. They may determine to NOT include some information when they develop their methodologies, however, if this is the case as explained the previous paragraph; it would be consistently excluded for all activities throughout the Navy.

We next asked about blank pages and if there was originally information on these pages that had been deleted as the data call or scenario was passed up the chain of command? We were told that blank pages usually occurs as modifications are made to submissions. Blank pages are usually inserted to keep page numbering consistent throughout the submissions. They were not aware of any original data being deleted that would account for the blank pages we questioned.

MEETING WITH BASE STRUCTURE ANALYSIS TEAM (BSAT) REGARDING DATA CALL SUBMISSION AND SCENARIOS AFFECTING THE NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, LOUISVILLE, KY

The BSAT was aware of the allegations being made as to numbers being altered to favor the gaining activities in this submission. They are not aware of any numbers being deliberately change to sway their decisions, however, they can only attest to what was certified and presented to them. They were also aware of our assist to NAVSEASYSCOM IG or investigation into this allegation. They also added that they felt some of the allegations involve the work associated with the Close In Weapon System (CIWS) or Phalex which NSWC Crane may be able to perform if NSWC Louisville is closed.

We were provided points of contact at Norfolk Naval Shipyard. the Commanding Officer is Capt Klem and the BRAC coordinator is Mr. Buddy Trueblood. They informed us that they had considerable contact and meetings with these people relating to the NSWC Louisville work being moved to Norfolk. They also suggested we talk to these people and ensure that numbers were not changed or "low balled" in order to benefit Norfolk or Crane at the expense of Louisville.

We then had a general discussion of the BRAC process to educate us more on the processes used throughout the chain of command. Cdr Biddick also agree to provide us a clean copy of all certified submissions concerning the NSWC Louisville. He felt that they should be completed within the next week. This would allow us to review a finalized version of the 3 scenario's and compare changes to original activity submissions in order to evaluate the validity and reasonableness of any changes to the data. (Tracking to Source Documents).

Document Separator

Asst to NAVSEASYSCOM IG (95-0044)
Colaneri
26 January 1995

MEETING WITH NORFOLK NAVAL SHIPYARD PERSONNEL REGARDING DATA CALL SUBMISSION AND SCENARIOS TO MOVE WORK TO NORFOLK FROM THE NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, LOUISVILLE, KY

SOURCE: Meeting between the Norfolk Naval Shipyard Engineer and BRAC personnel (See attached list of attendees) and NAVAUDSVC - Mr. Gerald Colaneri, Alt Dir of Production, DSN 680-8286 Ext 323. The meeting was conducted at Norfolk Naval Shipyard, Mr. Duff Porter's Office on 25 January 1995.

PURPOSE: To discuss BRAC process related to data calls and submissions by the Norfolk Naval Shipyard related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls submitted to NSWC Louisville regarding scenario's involving NSWC, Crane Detachment, at the Naval Ordnance Center in Louisville, KY. These discussions were of the events that had occurred as of 25 January 1995.

CONCLUSION/DISCUSSION:

Based on the discussion with all meeting attendees I concluded, and all agreed that the figures submitted regarding work load moving from Louisville to Norfolk were their best estimates on what it would actually take to do the work at Norfolk. They added that their instructions from superiors were to come up with the most realistic estimates, after their trips to Louisville, because they would have to live with those projections when or if the work actually moved.

2/5/95

A-4.1

Asst to NAVSEASYSCOM IG (95-0044)
Colaneri
26 January 1995

MEETING WITH NORFOLK NAVAL SHIPYARD PERSONNEL REGARDING DATA CALL SUBMISSION AND SCENARIOS TO MOVE WORK TO NORFOLK FROM THE NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, LOUISVILLE, KY

I then informed them of some of the specific allegations made against the submissions (See W/P A-2 pages 11, 14, and 17) Such as figures were lowered. I also informed them that we were told that Norfolk agreed with Louisville's numbers but lowered the cost figures to an unrealistic level. Mr. Porter explained that they may have agreed with operations that Louisville was doing and what it would take to do the work, however, no cost data was ever discussed. Once Norfolk observed the operations, then came back to Norfolk to see what they had as far as equipment and space, etc.; is when they attempted to put together the most realistic estimates of what it would take to do the work required.

After all discussions, they agreed that if any of their submissions were in error or where they experienced the biggest problems in comming up with estimates, it would be in the following areas:

1. TRS (repair invoices - they felt Louisville's estimates were too high)
2. Equipment Cost Installation
3. Square Footage for CIWS work (Louisville had approximately 220,000 sq ft; Norfolk felt they could do with a little less; however, Crane's estimates were for 120,000 sq ft -- so Norfolk used Crane's estimate in their submission. They said that if Crane can perform the operations with that amount of space, they also could; and would get Crane's justification if they were awarded this work.)
4. Milcon - They felt they need more milcon projects.
5. Estimate related to trips to Water Velet for the electro plating work. Louisville estimated about 800 trips per year, Norfolk felt 400 trips per year would be sufficient; however, final submissions only identified 75 trips per year which they felt would be unrealistic for optimum operations. 75 trips may work, however, it would cause work stoppage while waiting on the material and would not be the most optimum operation.

2/8/95

A-4-2

Asst to NAVSEASYSCOM IG (95-0044)
Colaneri
26 January 1995

MEETING WITH NORFOLK NAVAL SHIPYARD PERSONNEL REGARDING DATA CALL SUBMISSION AND SCENARIOS TO MOVE WORK TO NORFOLK FROM THE NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, LOUISVILLE, KY

IN SHORT THEY FELT THAT FOR THE MOST PART ALL OF THEIR SUBMISSIONS WERE REALISTIC AND THEY COULD SUBSTANTIATE ANYTHING IN THE SUBMISSION WITH SOURCE DOCUMENTATION. I EXPLAINED THAT AFTER OUR REVIEWS IN LOUISVILLE AND CRANE WE WOULD BE ABLE TO GET SPECIFICS ON THE ALLEGATIONS AGAINST NORFOLK AS TO UNREALISTIC FIGURES. WE AGREED THAT AT THAT TIME IF I WANTED TO GET BACK WITH THEM, WE COULD DISCUSS JUST THE ITEMS IN QUESTION AND REVIEW ASSOCIATED DOCUMENTATION. WE ALL FELT THIS WOULD BE BETTER THAN REVIEWING ALL 9 SUBMISSIONS AND ALL NUMBERS DEVELOPED IN THOSE SCENERIO'S AT THIS TIME SINCE WE DID NOT HAVE SPECIFICS FROM LOUISVILLE ON JUST WHAT NUMBERS THEY FELT WERE LOWERED TO AN UNREALISTIC LEVEL. I WAS PROVIDED A COPY OF 9 SUBMISSIONS BY NORFOLK RELATED TO BRAC SCENERIO'S INVOLVING WORK CURRENTLY DONE BY LOUISVILLE.

2/8/95

A-4.3

ETING WITH NAVAL AUDIT SERVICE REPRESENTATIVE
25 JANUARY 1995 @ 0900

NAME	CODE	PHONE
DUFF PORTER ✓	C-1219	396-7022
COCKIE McKEE ✓	C-248	396-1516
KEN TAYLOR ✓	C-290	396-3290
TERRY RIVENBARK	C-1150	396-2404
JERRY Colanezi	NAVY AUDIT	464 8286 EXT 323
GWEN Bowdoin	C-1220.2	396-8106
Doug Martin ✓	C-911	396-8243

@ 2/9/95

A-4.4

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Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
4 February 1995

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MEETING WITH MR. JOE BOHN, BRAC COORDINATOR AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

SOURCE: Meeting between Joe Bohn, Code 053, Project Management Coordinator, NSWC Crane Division, Naval Ordnance Center Louisville (NOCL), KY DSN 989-5673; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NOCL Admin Bldg, Rm #11 on 31 January 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for NOCL. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 24 January 1995.

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka then reviewed the allegations with Mr. Bohn. Mr. Bohn was aware of the allegations and agreed with them. The allegations, tasking, and hot-line investigation can be found on W/P _____.

A-501

MEETING WITH MR. JOE BOHN, BRAC COORDINATOR AT NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Next Mr. Bohn explained his duties and role in the BRAC process. He is the BRAC Coordinator for NSWC, Crane Division, Naval Ordnance Center, Louisville, KY. In addition to his BRAC responsibilities he is a Project Coordinator, Performs various internal Project Reviews, and also is responsible for Workload Information.

Mr. Bohn then briefly explained the BRAC process at NSWC Louisville. The BRAC members consisted of three teams. TEAM A is the working group headed by Paul Smith (Team Captain). They are the so called "corporate knowledge" and source of information for all figures and information presented in the various BRAC scenarios (This team is mainly made up of 13's and 14's). TEAM B was responsible for interface with outside activities and is headed by Gerald Morgan. In this case, their main outside interface was with Norfolk Naval Shipyard and NSWC Crane. This team provided the information related to operations, equipment, and costs that they felt the outside activity would incur in the event work was moved to that activity. They would then negotiate this information with the outside activity prior to submissions of enclosure 3's (gaining activity cost and savings) to the BRAC scenarios submitted by the Losing activity (in this case NSWC Louisville). TEAM C is the Directorate Personnel or executive steering group (mostly 15's). ~~This team is headed by Dennis Crouch and they oversee the process~~ and take care of interface through the Chain-of-Command and certifications of BRAC submissions.

We then discussed the first scenario or data call. This scenario referred to workload going to "other shipyards"; yet by verbal direction, Marvin Pate (the NSWC HQ Brac Coordinator in DC) indicated that the gaining activity would be Norfolk.

2/9/95

A-53-2

MEETING WITH MR. JOE BOHN, BRAC COORDINATOR AT NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

We then asked about how many BRAC scenarios there were that involved Louisville. Mr. Bohn explained that the first scenario was 012/013 that started on 18 November 1994. This scenario was to close Louisville and move the work to other shipyards (This is the one Marvin Pate directed that the majority of the work would go to Norfolk. The initial submission of this scenario can be found on W/P E-1.

The second scenario was 028 which started on 20 November 1994. This scenario was to close Louisville and move the workload to NSWC Crane, IN. This initial submission can be found on W/P [illegible].

The third scenario was 092 which started on 2 December 1994. This scenario was to close Louisville and move the workload to Norfolk Naval Shipyard. This initial submission can be found on W/P C-1.

The fourth scenario was 12A/13A which started on 16 December 1994. This scenario was to close Louisville and move the workload to both Crane and Norfolk. It also included moving some work to Port Hueneme and Dalgren. This initial submission can be found on W/P D-1.

Louisville was also involved in two other scenarios in which they were the gaining base and Crane was to lose the work. They are 027 and 034 and can be found on W/P's [illegible].

Mr. Bohn provided us a copy of all initial submissions and their final submissions prior to Higher Echelon Changes (HEC). Also, he provided us a copy of all correspondence and data call information associated with all scenarios. These will be used for additional analysis and verification of figures related to the allegations. The documentation provided will be referenced as needed throughout our analysis.

A-53

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
4 February 1995

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MEETING WITH MR. JOE BOHN, BRAC COORDINATOR AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Mr. Bohn informed us of his trip to DC (NAVSEA) on 26 January 1995 to insert all change sheets related to the scenarios. Once all changes are inserted, Capt Cummings (Louisville Commanding Officer) and Capt. Carney (Crane Commanding Officer) were to go to DC on 28 January 1995 to recertify all scenarios. His concern was that at this time; he would not attest that further changes may have been made by higher authorities in the Chain-of-Command. As of 3 February 1995, he had not seen the final certified versions of the Scenarios.

Mr. Bohn provided us a Chronology of Events related to the four scenarios submitted by Louisville. These will be referenced later in our reviews.

Mr. Bohn served as our liaison and would be at our disposal for whatever we would need. He also was to set up all meetings requested. Points of Contact and list of all team members from Louisville were also provided. These will be referenced as needed.

CONCLUSION:

MR. BOHN AGREED WITH ALL ALEGATIONS REPORTED AS FOLLOWS:

1. LOCAL TEAM CERTIFICATIONS WERE NOT SIGNED BECAUSE THEY DID NOT AGREE WITH CHANGES MADE BY HIGHER ECHELON COMMANDS.

2. HE BELIEVED DATA SHEETS WERE CHANGED BY HIGHER ECHELON COMMANDS WITHOUT IDENTIFYING THE REVISIONS WHICH HE FELT WAS A VIOLATION OF SECNAVNOTE 11000 DATED 08 DEC 93.

3. HE BELIEVED CRANE SUBMITTED INFORMATION FOR LOUISVILLE WITHOUT LOUISVILLE'S IMPUT.

4. HE FELT "LOW BALL" ESTIMATES WERE SUBMITTED BY NORFOLK AND CRANE IN AREAS OF TECHNICAL REPAIR STANDARDS, EQUIPMENT NEEDED, SQUARE FOOTAGE NEEDED TO RUN OPERATIONS, WAGE RATES/LABOR COSTS AT NORFOLK IN AN EFFORT TO MAKE CLOSING LOUISVILLE BENEFICIAL.

A-5-4

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
4 February 1995

FOR OFFICIAL USE ONLY

MEETING WITH MR. PAUL SMITH, BRAC TEAM A CAPTAIN AT NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

SOURCE: Meeting between Mr. Paul Smith, Supervisory Industrial Specialist, Dept. Head (Code 301) (Mr. Smith also served as the BRAC TEAM A Captain), NSWC Crane Division, Naval Ordnance Center Louisville (NOCL), KY; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NOCL Admin Bldg, Rm #11 on 31 January 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for NOCL. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 24 January 1995.

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka then reviewed the allegations with Mr. Smith. Mr. Smith was aware of the allegations and agreed with them. The allegations, tasking, and hot-line investigation can be found on W/P A-2 pg 5 11 17.

A-6.5 A-6.1

MEETING WITH MR. PAUL SMITH, BRAC TEAM A CAPTAIN AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Next Mr. Smith explained his duties and role in the BRAC process. He is the TEAM A Captain and his team was basically the personnel who developed the information to be included in the various scenarios for NSWC, Crane Division, Naval Ordnance Center, Louisville, KY. He works for Mr. Tom Barker who served on TEAM C during the BRAC process.

Although Mr. Smith agreed to all allegations and felt that neither Crane or Norfolk could realisticly perform Louisville's operations with the information submitted on the BRAC Scenarios; his biggest issue that he took exception to was the $18 million dollar estimate to develop Technical Repair Standards (TRS) and Individual Processing Documents (IPD).

He informed us that TRS estimates submitted and signed off by all echelons (including Crane which Marvin Pate was the BRAC coordinator during 93 BRAC) in the chain-of-command during BRAC 93 were approximately $81 million (which he felt at that time only reflected about half of what it would actually take to develop the TRS). He felt that if $81 million was accepted during BRAC 93; there was no way the TRSs could now be developed for $18 million. He informed us that original submissions for all 95 BRAC scenarios was $81 million (which was reduced from calculated estimates of ~~about $124 million because both Crane and Norfolk are familiar with~~ the TRS process). Yet, in a directed effort from higher up, the figure was arbitrarily reduced to $18 million.

A-6.2

MEETING WITH MR. PAUL SMITH, BRAC TEAM A CAPTAIN AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

We next asked why current TRS could not be transferred to the gaining activity. Mr. Smith said that the TRS costs are based on TRSs that do not exist. He explained that because the Industrial Support Engineering (ISE) function at Louisville is co-located with the manufacturing and overhaul functions, they received a waiver in the development of TRSs. Also, he informed us that some TRSs do exist at Louisville, however, the costs estimates were only for those TRSs that have not been developed. They were only for undeveloped TRSs related to ONLY THE WORK being transferred to the gaining activity. Nothing was included in their estimate for work that although Louisville still does, will not go to the gaining activity (i.e. Foreign Military Sales). Further, he informed us that Louisville does develop TRSs for other activities as a reimbursable; therefore, they have a good handle on what it takes to develop a TRS (cost estimates).

Other discussions involve explanation of a TRS. Mr. Smith explained that a TRS is based on a process or part which is very critical for weapon systems. The level of tolerance for weapons and the number of parts (50,000 on the CIWS and 20,000 on the Guns) made TRS a critical process in their operations. Further, emphasizing the importance of the TRS, he did not believe that Norfolk or Crane would have the ISE functions at their activities.

In discussions related to the BRAC process and allegations; Mr. Smith said his understanding of the process (which he felt was flawed) was that if changes were made at a higher echelon NO RECERTIFICATION WAS NEEDED BY THE TEAM WHO DEVELOPED THE INITIAL SUBMISSION. They only signed one certification - the original submission. He told us that he was informed that THEY COULD NOT NON-CONCUR WITH COSTS ESTIMATES. He felt all figures were "LOW BALL" ESTIMATES AND TOTALLY UNREALISTIC.

A-Leo 3

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
4 February 1995

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MEETING WITH MR. PAUL SMITH, BRAC TEAM A CAPTAIN AT NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Mr. Cejka asked if he heard anything related to Labor Rates originally submitted were not being used because you could not compare rates between non-homogeneous activities (i.e. Weapons Center and Shipyard). Mr. Smith said he heard nothing related to Labor Rates not being used.

As a final point, Mr. Smith felt that regarding the equipment, he felt that Norfolk had the CAPABILITY BUT NEVER LOOKED AT CAPACITY. This would be a problem in attempting to perform the work that would be moving. The estimates for equipment needed were too low.

CONCLUSION:

MR. SMITH AGREED WITH ALL ALLEGATIONS REPORTED AS FOLLOWS:

1. LOCAL TEAM CERTIFICATIONS WERE NOT SIGNED BECAUSE THEY DID NOT AGREE WITH CHANGES MADE BY HIGHER ECHELON COMMANDS.

2. HE FELT THAT ALL ESTIMATES FROM THE GAINING COMMANDS (NORFOLK AND CRANE) WERE EXTREMELY LOW AND UNREALISTIC.

~~3. HE BELIEVED CRANE SUBMITTED INFORMATION FOR LOUISVILLE WITHOUT~~ LOUISVILLE'S INPUT.

4. HE FELT "LOW BALL" ESTIMATES WERE SUBMITTED BY NORFOLK AND CRANE IN AREAS OF TECHNICAL REPAIR STANDARDS, EQUIPMENT NEEDED, AND SQUARE FOOTAGE NEEDED TO RUN OPERATIONS.

5. HE FELT THAT IF THEY (HIGHER ECHELONS) WANT TO CLOSE LOUISVILLE, WHY DON'T THEY JUST DO IT INSTEAD OF MAKING US GO THROUGH THIS ENTIRE BRAC PROCESS ONLY TO CHANGE THE INFORMATION (REDUCE AND ELIMINATE COSTS) THAT HE FEELS WERE INITIALLY VERY REASONABLE.

A-604

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
4 February 1995

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MEETING WITH MR. GERALD MORGAN, BRAC TEAM B CAPTAIN AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

SOURCE: Meeting between Mr. Gerald Morgan, Production Superintendent for Manufacturing (all Machine Shops) (Mr. Morgan also served as the BRAC TEAM B Captain), NSWC Crane Division, Naval Ordnance Center Louisville (NOCL), KY; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NOCL Admin Bldg, Rm #11 on 1 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for NOCL. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 24 January 1995.

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka then reviewed the allegations with Mr. Morgan. Mr. Morgan was aware of the allegations and agreed with them. The allegations, tasking, and hot-line investigation can be found on W/P [illegible].

2/9/95

A-761

MEETING WITH MR. GERALD MORGAN, BRAC TEAM B CAPTAIN AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Next Mr. Morgan explained his duties and role in the BRAC process. He is the TEAM B Captain and his team was basically the personnel who interface with the outside activities (in this case most interface was with Norfolk and Crane) to be included as gaining commands (Enclosure 3) in the various scenarios for NSWC, Crane Division, Naval Ordnance Center, Louisville, KY.

Mr. Morgan explained that when the scenarios first came out, Norfolk said that they "don't need any of the equipment" including all of the unique test equipment currently at Louisville. At this point, through negotiations with Norfolk, a team of Norfolk personnel came to see their operations. After Norfolk's first visit to Louisville, Louisville then sent a team to Norfolk to see what they had. Although Louisville has about 1200 - 1300 pieces of equipment, Mr. Morgan said that they really reviewed what they had and what would be needed to perform their operations. They excluded all old equipment, equipment used for work not moving, excess equipment, etc.; and determined that 785 pieces of equipment would be needed. Consequently, Norfolk claim that 253 pieces of equipment was all that was needed appears to be low.

Mr. Morgan felt that Norfolk never looked at Capacity. He felt that since they withdrew all MILCON from their submissions that they could not have an efficient operation with equipment scattered all over (No centralized production). Mr. Morgan agreed to all allegations and felt that neither Crane or Norfolk could realistically perform Louisville's operations with the information submitted on the BRAC Scenarios; his biggest issue that he took exception to was the estimates on equipment needed.

He informed us that on Scenario 028 Crane said they needed 283 pieces of equipment because they were going to use the Army's equipment. Louisville personnel then reviewed a list they had of equipment the Army has and finally convinced Crane that they needed more equipment. On later scenarios Crane agreed to the 785 pieces of equipment, but he didn't know what is in the final submissions.

A-7.2

MEETING WITH MR. GERALD MORGAN, BRAC TEAM B CAPTAIN AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

He then said he heard from Mr. Larry Weaver, Director of Management Systems, at Crane that they would contract out the PHALAX work if they got it. There is no mention in any scenario of contracting this work. Another POC he gave us at Crane was Mr. Bob Matthews, Code 05 (95 BRAC Coordinator for Crane).

Other points presented by Mr. Morgan was that Buddy Trueblood (Norfolk BRAC Coordinator) said Louisville "high balled" their estimates. Mr. Morgan said that the personnel who visited Louisville from Norfolk originally agreed to the 785 pieces of equipment needed for their operation, however, Buddy Trueblood said Norfolk will reduce their numbers because Crane did. Mr. Morgan felt this entire process has turned into a "Bidding War" between Norfolk and Crane. He said that when the 092 Scenario came out to move everything to Norfolk; Crane wanted an 092A Scenario to move everything to Crane. This scenario never materialized, however, Crane did initiate the 012A/013A scenario to pick up some of the workload (CIWS) (SUPPOSEDLY A FAX WAS RECEIVED BY CRANE FROM BSAT THANKING THEM FOR THEIR INPUT AND THEN LOUISVILLE WAS DIRECTED TO DO THE 012A/013A SCENARIO). In discussions related to the BRAC process and allegations; Mr. Morgan said that THEY COULD NOT NON-CONCUR WITH COSTS ESTIMATES. He felt all figures were "LOW BALL" ESTIMATES AND TOTALLY UNREALISTIC.

Mr. Cejka asked if he heard anything related to Labor Rates originally submitted were not being used because you could not compare rates between non-homogeneous activities (i.e. Weapons Center and Shipyard). Mr. Morgan said he heard nothing related to Labor Rates not being used, however, he did hear that they were being taken out of the submissions. He said this was directed by BSAT Cdr Biddick. Mr. Morgan felt that Louisville's Wage rate was relatively similar to Cranes (about $55-$65 per hour; but Norfolk's wage rate was about $85-$90 per hour. Consequently, the rates should be considered because it WILL COST MORE TO DO THE WORK IN NORFOLK. The customer will pay if the work is moved with current costs estimates.

A-7.3

MEETING WITH MR. GERALD MORGAN, BRAC TEAM B CAPTAIN AT NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

As a final point, Mr. Morgan said that an MK-45 overhaul takes about 10,000 manhours, so how can you realistically exclude wage rate differences from the scenarios.

CONCLUSION:

MR. MORGAN AGREED WITH ALL ALLEGATIONS REPORTED AS FOLLOWS:

1. LOCAL TEAM CERTIFICATIONS WERE NOT SIGNED BECAUSE THEY DID NOT AGREE WITH CHANGES MADE BY HIGHER ECHELON COMMANDS.

2. HE FELT THAT ALL ESTIMATES FROM THE GAINING COMMANDS (NORFOLK AND CRANE) WERE EXTREMELY LOW AND UNREALISTIC.

3. HE FELT "LOW BALL" ESTIMATES WERE SUBMITTED BY NORFOLK AND CRANE IN AREAS OF TECHNICAL REPAIR STANDARDS, EQUIPMENT NEEDED, AND SQUARE FOOTAGE NEEDED TO RUN OPERATIONS.

4. HE FELT THAT IF THEY (HIGHER ECHELONS) WANT TO CLOSE LOUISVILLE, WHY DON'T THEY JUST DO IT INSTEAD OF LYING IN THE SCENARIOS.

~~5. HE FELT THAT PRESSURE/DIRECTION FROM HIGHER ECHELONS AND BSAT~~ ARE DRIVING THE GAINING ACTIVITY SUBMISSIONS DOWN.

4/4/95

A-7.4

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
5 February 1995

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MEETING WITH MR. DENNIS CROUCH, BRAC TEAM C CAPTAIN AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

SOURCE: Meeting between Mr. Dennis Crouch, Business Manager, #502-364-5271 (Mr. Crouch also served as the BRAC TEAM C Captain), NSWC Crane Division, Naval Ordnance Center Louisville (NOCL), KY; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NOCL Admin Bldg, Rm #11 on 1 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for NOCL. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 24 January 1995.

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka then reviewed the allegations with Mr. Crouch. Mr. Crouch was aware of the allegations and agreed with them. The allegations, tasking, and hot-line investigation can be found on W/P[illegible].

2/9/95

A-8.1

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
5 February 1995

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MEETING WITH MR. DENNIS CROUCH, BRAC TEAM C CAPTAIN AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Per Mr. Crouch:

o Dave Reece, Crane senior civilian was very active in the BRAC strategy. He trys to be very intimidating. He remembers a video conference call to Louisville from Crane where Capt. Carney and Dave Reece from Crane had Tom Barker (Louisville Team C representative) in between them. This was suppose to be a negotiation, but you could see how they were intimidating Mr. Barker.

o During 93 BRAC he was the liaison from NSWC Louisville and the Command and Community. This was very different. The scenario was to close Louisville and move operations to private industry. Crane or other Naval activities had nothing to gain so there was no animosity during BRAC 93.

o 95 BRAC was a corrupt process by having the gaining activity in the chain of command. The bottom line is that there was no CREDIBILITY during this process.

o Mr. Reswyck, NAVSEA 07B had influence in this process. He put pressures on the shipyard and was behind Mr. Booker in developing the computer model that determined shipyard labor rates were cheaper than NSWC Louisville.

o Labor rates don't compute. He was not aware of the justification to eliminate the Wage rates. To think that there was an agreement to no difference in rates between Louisville and Norfolk is ridiculous. He heard of a meeting between NAVSEA 07B and NWC, yet Louisville was not represented. He felt there was no disagreement at Adm Sterner level; but wage rate decisions were made by Reswyck and Adm Sargent.

2/9/95

A-8.2

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
5 February 1995

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MEETING WITH MR. DENNIS CROUCH, BRAC TEAM C CAPTAIN AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

o Louisville lost their G&A functions in BRAC 91 when consolidated with Crane. Since there would be no cost savings for elimination of G&A in BRAC 95; they factored them back in and kept the personnel until the end which is not when the billets would realistically go away. "They" is NAVSEA or BSAT.

o Mr. Logan wants the gaining command to answer for the losing site. In this case Crane or Norfolk answering for Louisville, however, they were closer to Norfolk.

o His perception was that Buddy Trueblood (Norfolk BRAC Coordinator) drove some number changes at Norfolk.

o On the TRS issue he felt $81 million was too low. In BRAC 93 about $83 million was certified and Nemfakos backed. In BRAC 93 the cost to close Louisville was about $653 million initially and about $50 million in annual recurring cost.

o His biggest issues or disagreement with numbers submitted in the Scenarios are with LABOR RATES, EQUIPMENT, AND TRS.

o Crane directorates we should talk to are Dave Schultie, and Chuck Harden.

o Spoke about the move of PHALANX (New Manufacturing) from General Dynamics to Hughes in Tucson, AZ. The initial estimate was that the move could be done in one year. It's now been 26 months and still not in production. Yet Norfolk said they could move all in 18 months and Crane said the move could be done in 12. This is very questionable.

o Food Machinery Corp (FMC) changed to United Defense Limited Partnership and will be going back to FMC are responsible for the MK-75. Holms produces the MK-45.

o Dalgren POC - Paul Kretilic.

A-8.3

MEETING WITH MR. DENNIS CROUCH, BRAC TEAM C CAPTAIN AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

o He can live with the initial certification sheets that they signed. There may have been some intimidation but NSWC did sign and could live with the numbers. Dave Reece (Crane) made a lot of the decisions with not much notification.

o Crane directed changes to Louisville. They were not too bad with the "Close Crane" scenarios. Then they really got involved when they felt they could be the losing command. Actually Crane wanted Phalax early on but Louisville didn't feel that was best. (Crane can't do Phalax work).

o There are two people claiming credit to 12A/13A for Crane. Adm Sargent first said it was his idea. Then a phone conversation between Capt Carney and Adm Sterner occurred and Adm Sterner said it was his idea.

o In the negotiation process they (Louisville) had some dialog with Norfolk; however, that was not the case with Crane. Crane just directed Louisville to change numbers.

o When equipment that would be moved went down, the TRS cost should have increased (no using same equipment so all TRS will have to be done). Yet, as the equipment went down the TRS costs also went down. He doesn't know how this could happen.

2/9/95

A-8-4

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
5 February 1995

FOR OFFICIAL USE ONLY

MEETING WITH MR. DENNIS CROUCH, BRAC TEAM C CAPTAIN AT NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

CONCLUSION:

MR. CROUCH AGREED WITH ALL ALLEGATIONS REPORTED AS FOLLOWS:

1. LOCAL TEAM CERTIFICATIONS WERE NOT SIGNED BECAUSE THEY DID NOT AGREE WITH CHANGES MADE BY HIGHER ECHELON COMMANDS.

2. HE FELT THAT ALL ESTIMATES FROM THE GAINING COMMANDS (NORFOLK AND CRANE) WERE EXTREMELY LOW AND UNREALISTIC.

3. HE FELT "LOW BALL" ESTIMATES WERE SUBMITTED BY NORFOLK AND CRANE IN AREAS OF TECHNICAL REPAIR STANDARDS, EQUIPMENT NEEDED, AND SQUARE FOOTAGE NEEDED TO RUN OPERATIONS.

4. HE FELT THAT IF THEY (HIGHER ECHELONS) WANT TO CLOSE LOUISVILLE, WHY DON'T THEY JUST DO IT INSTEAD OF LYING IN THE SCENARIOS. THE ENTIRE PROCESS WAS CORRUPTED WHEN THE GAINING ACTIVITY IS IN THE CHAIN OF COMMAND. - NO CREDIBILITY TO THE BRAC 95 PROCESS.

5. HE FELT THAT PRESSURE/DIRECTION FROM HIGHER ECHELONS AND BSAT ARE DRIVING THE GAINING ACTIVITY SUBMISSIONS DOWN.

2/9/95

A-8.5

D. CEJKA
1 FEB 95

Purpose: Document meeting with Louisville - BRAC TEAM A

Source: Attending meeting 13:00 1 FEB 95 were:
Dan Cejka - NAVAUDSVCHQ
Gerry Colaneri - NAVAUDSVC Virginia Beach
NOS Louisville personnel with Code/Ext:
Gerald Morgan (90B/989-5073);Scott Pottinger (90C/6426; Mike Keeling (098/5890); John Dailey(505/5780); Joe Bohn (053/5673); Tom Abner (053/6296); Norman Wood (304/5466); Paul Smith (301/6982); Mike Corum (20/5301); Steve Curtis (20E/6212).

Criteria: Testimonial Evidence IAW NAH; Documentary Evidence as noted by Work Paper References.

Scope: BRAC 93/BRAC 95 discussions.

Discussion:

I opened the meeting by explaining why we were in Louisville and the objective of our review work. I asked each individual to discuss their involvement with BRAC. Each individual discussed at length their role in the BRAC process, and in some cases, provided documentation. Discussions are as follows:

Joe Bohn (NOSC Louisville BRAC Coordinator) informed us that he had received 2 phone calls from Crane BRAC Bob Matthews. He stated that a Mr Jim Long (NAVSEA -07) had directed this date for Louisville to revised all Table 2A's for all scenarios, and that Bob Matthews was to report to Washington on Monday 2/6/95 with all original submissions. Joe stated that Matthews told him BRAC Washington was going to line through changes on the original submissions, sign off the changes, add the revised pages. and recertify the entire scenario package before elevating to OPNAV/BSAT.

Mike Keeling stated that Norfolk originally allowed for 300K Sq Ft + 100 for Supply for the Phalanx Program, but later lowered to 100K after Crane changed their Sq Ft. Scenario's. He stated that overall, upper BRAC personnel had forced total square footage requirements for all Louisville work from 1.2 million to 400K Sq.Ft.

Mike Corum presented documentation supporting TRS/IPD costs of $81 million. He stated that these costs were figured after eliminating weapons/systems overhauls that were obsolete or for which very little work is done on anymore.

John Daily stated that scenarios 12 and 28 called to replicate Louisville operations for mission readiness, and stated that the estimates of 12 (Crane) to 18 (Norfolk) to move and place Louisville operations in working status were ludicrous. He stated that a weapons overhaul division moved from Pomona CA to Tuscon over 2 years ago and the

WORK PAPER REF: A 9.1

1st gun mount has yet to be completed. He stated that BRAC people wanted them to "Build ahead" so that there would be plenty of inventory for ships if it takes longer to get the divisions up and running at either Crane or Norfolk. He stated the MRP System schedules all work and parts required in the overhaul operation and can actually track where a certain piece of equipment is during the overhaul process.

Scott Pottinger used scenario 034 as an example of Crane's attempts to close Louisville. He stated that scenario 034 called for Crane to move operations, and included a $20 million increased wage rates if moved to Louisville. He stated that this was absurd since Crane/Louisville are under same wage rate.

Scott stated that a meeting in Washington was held during December 1994 (NAVSEA/BSAT) and that the results of this meeting "discredited" the NAVCOMPT ltr of 29 Sep 94 which established Industrial Wage Rates for Shipyards . Stated this was because of a NAVSEA "COMPUTER MODEL" from NAVSEA 07 (Mr. Booker) that showed that NSY Norfolk Industrial Wage Rate would drop from about $631 to $385 if NSWC, Louisville moved to NSY, Norfolk. Stated the basis of the "Low-Ball" Allegation was based on this with regards to the removal of wage rates from the scenario packages. Scott, Norm and Joe all stated that they were told by NAVSEA people (Pate, Booker) that this created a "WASH" between Louisville wage rates currently and NSY, Norfolk's if Norfolk gets the work of NSWC, Louisville.

John Dailey stated that Bldg 102 which houses the Phalanx Program was designed to allow 8 overhauls per month but they only do about 5 per month due to downsizing. (stated the Phalanx required a 10' X 12' "footprint" and weighed about 12K lbs.). Stated they have capacity to store 50-100 systems.

Gerry Morgan informed us that Marvin Pate (NSWC BRAC Coordinator) was only detailed to Washington from Crane. Pate was the 93 Brac Coordinator for Crane, and spent much time in Louisville helping them come up with BRAC 93 figures. Stated that the cost to move Louisville in 1993 to private industry was $653 million (including $81 million for TRS/IPD) and that the BRAC Commission signed off without problems with the numbers.

I raised the question concerning one of the allegations, to wit: that local team certification sheets not signed because data modified by direction of higher commands. Paul Smith stated that this was true because the team captains refused to accept the changes directed by NSWC, Crane (or higher?) and therefore refused to resign any certifications including those changes. Paul, Gerry Morgan, Scott Pottinger, Joe Bohn, and Mike Corum confired this took place, and confirmed that for scenario 012/013 there were 3 sets of directed changes prior to Louisville final submission, and also 3 directed changes for 012A/013A. They stated that Capt Cummings did sign these scenarios off with great reluctancy, but that they thought he felt pressure from upper Military to do so.

Conclusions:

Documentation received will be reviewed, and testimonial statements will be verified

during the course of the assist effort. No conclusions offered except it was evident each BRAC Team member felt that Crane or higher up echelon personnel were determined to close Louisville operations. Also, appears that allegation of low ball for wage rates is centered on the NAVSEA "COMPUTER MODEL" and not BSAT decisions. Also, perception that NSWC, Louisville CO signed off directed change from military pressures up the chain. Finally, will confirm the 3 sets of directed changes for both 012/013 and 012A/013A as stated by Team A members.

95-0044 NNUSSA 16 D-CEJC- 2 FEB 95

Purpose: Document meeting at NOS Louisville
Source: Mtg D. Cejka/G. Colaneri (NAVAUD)/Capt. Richard W. Gilbert, retired Commanding Officer, NOS Louisville 2 Feb 95 09:30am
Scope: BRAC 93/BRAC 95 Issues
Criteria: Testimonial Evidence IAW NAH
Discussion:

Capt Gilbert identified himself as the prior CO for Louisville who retired 31 Aug 94. Capt. Gilbert stated he was an Engineer, and was responsible for BRAC 93 data calls, and the initial data calls for BRAC 95 (through data call 66 - basic facility size/personnel data calls). Capt. Gilbert stated that after Brac 91 - Crane became Louisville's Major Command. He stated that all financial division work went to Crane, and Louisville lost all authority/identity of their financial data. He stated this made it hard to identify costs during BRAC 93, and that total financial data submitted under separate Crane/Louisville scenarios were based on a "guesstimate" based on ration of employees between the two commands. He stated that Crane "just signed off" on the BRAC 93 inputs from Louisville.Capt. Gilbert stated he signed off BRAC 95 data calls through data call 66, but he never got any feedback from Crane whether any changes had occurred.

Capt. Gilbert stated that he never felt any pressures from upper echelons during BRAC 93, and mentioned that ADM. Meinig from NSWC was very helpful in putting together Louisville's only scenario to move the operations to private industry. Capt. Gilbert stated that in 1993 ADM Traister (NAVSEA 91) visited and stated to Capt. Gilbert that "Louisville would end up moving to a shipyard soon because the Navy would save the Shipyards at all costs". Capt. Gilbert stated he informed the Admiral that the Shipyard Wage Rates were allot higher and they would have to charge the customer more, but the Admiral said that would not be a consideration. He stated that on a later visit ADM Paul Robinson reiterated these comments. He stated he had told the ADM's that the cost of environmental clean up from the 91 BRAC was set at $200 million. I showed Capt. Gilbert the cost figures from the BRAC 93 and BRAC 95 scenarios. He reviewed them in depth and stated he would defend the $81 million costs reflected for the Technical Repair Standards (RIOS) and Industrial Process Documents (IPD). He stated that these documents were very labor intensive, depending on the level of detail required. He gave an example of TRS's for ball valve overhauls and stated that TRS/IPD would be very exacting/very expensive to produce.

WORK PAPER REF: A-10.1

He stated that in 1993, UNISYS was manufacturing the MARK 92 Fire Control System, but did not have any overhaul documents needed. He stated the Navy had NOS Louisville produce these documents/software/hardware requirements for around $1 million. He stated UNISYS increased their overhaul charges from $750K to about $1.5 million and that was why the Navy decided to have Louisville do the RIOS/IDP and subsequent overhauls.

Concerning the Phalanx, Capt. Gilbert stated that the building 102 was designed to overhaul about 8 systems per month and that NOS Louisville averaged about 5 overhauls per month (due to downsizing). Capt Gilbert stated that the minimum footage for this operation would be about 170-175K Sq. Ft.

I asked Captain Gilbert if there was any adversarial relationship with Captain Howard (prior Crane CO) and he indicated no. I also asked him if he remembered Marvin Pate (Prior 93 BRAC Coordinator for Crane, now NSWC BRAC Coordinator). He said he knew him well, that he was a good person but a "yes man". I asked him what this meant and he stated Mr. Pate would do anything his superiors wanted.

Conclusion:

Capt. Gilbert stated that the $18 million figure for RIOS/IDP was no where close to what the costs would be and defended the $81 million as a conservative figure. Also, felt that the square footage figures by Crane/Norfolk were absurd, especially if the Phalanx process was separated into different buildings and not the one shop production line system. He also felt it would be inefficient to separate the Blue Collar workers from the White Collar workers. He stated this meant the Engineers from the Industrial workers, and if they were not co-located, extensive TRS/IPD's would be required at the new location(s).

WORK PAPER REF: A-10.2

Asst to NAVSEASYSCOM IG (95-0044)
Colaneri
5 February 1995

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MEETING WITH MR. RUSSELL BENTLEY, DIRECTOR SUPERVISORY ENGINEER, GUNS AND WEAPON SYSTEMS AT NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

SOURCE: Meeting between Mr. Russell Bentley, Director Supervisory Engineer for Gun/Weapon Systems, NSWC Crane Division, Naval Ordnance Center Louisville (NOCL), KY; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NOCL Admin Bldg, Rm #11 on 3 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for NOCL. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 24 January 1995.

DISCUSSION:

Mr. Colaneri started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Colaneri then reviewed the allegations with Mr. Bentley. Mr. Bentley was aware of the allegations and agreed with them. The allegations, tasking, and hot-line investigation can be found on W/P [illegible].

A-11.1

Asst to NAVSEASYSCOM IG (95-0044)
Colaneri
5 February 1995

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MEETING WITH MR. RUSSELL BENTLEY, DIRECTOR SUPERVISORY ENGINEER, GUNS AND WEAPON SYSTEMS AT NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Mr. Bentley said he wanted to relay something to us that we have not heard yet. This is why he requested to meet with us.

MR. BENTLEY SAID THAT HIMSELF, CAPT. CARNEY (CRANE CO), AND JERRY GRATTAN (LOUISVILLE EXECUTIVE DIRECTOR) ATTENDED A RETIREMENT CEREMONY FOR THE PD OF PANAMA CITY IN PANAMA CITY ON TUESDAY 31 JANUARY 1995. HE SAID HE OVERHEARD CAPT CARNEY AND CAPT BASKENVILLE (ANNAPOLIS CO) TALKING WAR STORIES. HE HEARD CAPT CARNEY TELL CAPT BASKENVILLE THAT "THEY REALLY GOT LOUISVILLE THIS TIME" . CAPT CARNEY SAID HE HAD MEMOS WITH NOTES FROM ADM STERNER TO CHANGE LOUISVILLE'S NUMBERS/SCENARIO SUBMISSIONS.

Mr. Bentley said he felt that the entire BRAC 95 process was corrupted and direction to change numbers was coming from higher up than just Crane.

CONCLUSION:

MR. BENTLEY FELT THAT THE DIRECTION TO CHANGE NUMBERS WAS COMING FROM NAVSEA ADM STERNER.

~~MR. BENTLEY ALSO AGREED WITH ALL ALLEGATIONS DOCUMENTED IN THE~~ HOT LINE COMPLAINT.

HE FELT "LOW BALL" ESTIMATES WERE SUBMITTED BY NORFOLK AND CRANE IN AREAS OF TECHNICAL REPAIR STANDARDS, EQUIPMENT NEEDED, AND SQUARE FOOTAGE NEEDED TO RUN OPERATIONS.

8/2/95

A-11.2

Asst to NAVSEASYSCOM IG (95-0044)
Colaneri
5 February 1995

FOR OFFICIAL USE ONLY

MEETING WITH MR. GERALD MORGAN, BRAC TEAM B CAPTAIN AND PERSONNEL FROM LOUISVILLE THAT VISITED NORFOLK NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

SOURCE: Meeting between Mr. Gerald Morgan, Production Superintendent for Manufacturing (all Machine Shops) (Mr. Morgan also served as the BRAC TEAM B Captain); Mr. Mel Bischoff, Mr. Ken McFarland, and Mr. Erroll Palmer (Team that went from Louisville to Norfolk to see what Norfolk had in equipment and capacity); NSWC Crane Division, Naval Ordnance Center Louisville (NOCL), KY; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NOCL Admin Bldg, Rm #11 on 3 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for NOCL. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 24 January 1995.

DISCUSSION:

Mr. Colaneri started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Colaneri then reviewed the allegations with all attendees. All present were aware of the allegations and agreed with them. The allegations, tasking, and hot-line investigation can be found on W/P [illegible].

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A-1201

Asst to NAVSEASYSCOM IG (95-0044)
Colaneri
5 February 1995

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MEETING WITH MR. GERALD MORGAN, BRAC TEAM B CAPTAIN AND PERSONNEL FROM LOUISVILLE THAT VISITED NORFOLK NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Points discussed by the team that visited Norfolk:

o Norfolk has no Quality Control Process - They can't track throughout the process like Louisville has.

o Norfolk BRAC Coordinator (Buddy Trueblood) was too involved in developing numbers. Trueblood had Louisville questions before Louisville had them.

o They (Louisville) received waivers on TRSs about 15 years ago. Dollars were not available to develop the TRS and since their Industrial Support Engineers were co-located, they did not need to develop the TRSs.

o The separation between Engineers and Production is going to be a big problem in Norfolk.

o Crane has NO industrial base. They don't know how Crane can do the work.

o Norfolk personnel will need certifications of the Processes before they do the work. They don't realize this. Just being a certified welder is not certification of the process. They will have to be trained before they can do the work. This will increase Training Costs.

2/9/95

A-12.2

Asst to NAVSEASYSCOM IG (95-0044)
Colaneri
5 February 1995

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MEETING WITH MR. GERALD MORGAN, BRAC TEAM B CAPTAIN AND PERSONNEL FROM LOUISVILLE THAT VISITED NORFOLK NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Mr. Morgan explained that when the scenarios first came out, Norfolk said that they "don't need any of the equipment" including all of the unique test equipment currently at Louisville. At this point, through negotiations with Norfolk, a team of Norfolk personnel came to see their operations. After Norfolk's first visit to Louisville, Louisville then sent a team to Norfolk to see what they had. Although Louisville has about 1200 - 1300 pieces of equipment, Mr. Morgan said that they really reviewed what they had and what would be needed to perform their operations. They excluded all old equipment, equipment used for work not moving, excess equipment, etc.; and determined that 785 pieces of equipment would be needed. Consequently, Norfolk claim that 253 pieces of equipment was all that was needed appears to be low.

Mr. Morgan felt that Norfolk never looked at Capacity. He felt their submissions that they could not have an efficient operation with equipment scattered all over (No centralized production). Mr. Morgan and the rest of the attendees agreed to all allegations and felt that neither Crane or Norfolk could realistically perform Louisville's operations with the information submitted on the BRAC Scenarios; his biggest issue that he took exception to was the estimates on equipment needed, TRSs, and Personnel needed.

4/7/95

A-1-7.3

Asst to NAVSEASYSCOM IG (95-0044)
Colaneri
5 February 1995

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MEETING WITH MR. GERALD MORGAN, BRAC TEAM B CAPTAIN AND PERSONNEL FROM LOUISVILLE THAT VISITED NORFOLK NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

CONCLUSION:

MR. MORGAN AND ALL ATTENDEES AGREED WITH ALL ALLEGATIONS REPORTED AS FOLLOWS.

SPECIFIC PROBLEMS WITH NORFOLK OPERATION:
INSPECTION STATIONS DON'T EXIST
QUALITY CONTROL IS NOT SUFFICIENT
CAPABILITY IN TOOLS, PERCISION MACHINES, CLOSE TOLLERANCE MACHINES
TOTAL RESOURCES OF MACHINE TOOLS
PERSONNEL RESOURCES TO DO THE PROCESS
ENGINEERING INTERFACE
REVERSE ENGINEERING PROCESS (LAZER SCANS)
RAPID PROTOTYPING - CONNECTED TO UTILITIES
NO BEST MANUFACTURING PROGRAM
DIDN'T CONSIDER CAPACITIES AND CAPABILITIES OF EQUIPMENT/FACILITIES
NO PLATING CAPABILITY
NO DOCUMENT PROCESSES
EPA ISSUES (ESPECIALLY FOR PLATING)
INADEQUATE STORAGE FACILITIES
NOT ENOUGH SPECIALIZED PRODUCTION MACHINES
NOT TAKING ENOUGH PERSONNEL (SUCH AS HEAT TREATERS)
~~NOT TAKING ENOUGH TOOL DESIGNERS~~

THEY ALL AGREED THAT CRANE NEVER EVEN LOOKED AT WHAT LOUISVILLE DOES. CRANE HAS NO IDEA OF WHAT IT WOULD TAKE. AT LEAST NORFOLK PEOPLE (DUFF PORTER, DOUG MARTIN, KENNY TAYLOR, ROCKIE MCKEE, AND ROBERT DOLLAR) LOOKED AT WHAT LOUISVILLE DOES. THEY BELIEVE NORFOLK VISITORS KNOW THEIR FIGURES ARE TOO LOW BUT THEY ARE RECEIVING PRESSURES FROM HIGHER AUTHORITIES.

A-12.4

Purpose: Document mtg Louisville Commanding Officer.
Source: Mtg D. Cejka, J. Colaneri/Capt. J.R. Cummings 13:00 3 Feb 95 at CO Office.
Scope: BRAC 95 process
Criteria: Testimonial Evidence IAW NAH
Discussion:

Capt Cummings introduced himself as the current Commanding Officer of NOS Louisville, and a Engineering Duty Officer by trade. I asked him, generally, what he felt about the scenario's moving Louisville operations. He provided the following:

- He stated it was his opinion that 12-18 months to move the Phalanx operations was unrealistic, and that it would be 6-7 years to be up and operating to the level currently at Louisville.

- He stated that the Navy ignored the other work such as FMS, NATO, and the Terrier Launcher programs that are performed, and that this work would go away if operations moved.

- Captain Cummings stated that he did not feel the BRAC process was followed, and that he felt pressure from above to agree to changes that he did not feel were justified. He used the TRS issue as an example and stated that Larry Freeman from SEA 091X set up a televideo conference with his people with ADM Sargent present. At the end of the presentation,ADM Sargent referred to Louisville's TRS costs as the "Empty Field" theory. He stated when he was forced to come to Washington on 26 Jan 95, he was angry because someone could still change data after the fact and he would never truly know. He also said to this day he did not know if the summer 1994 data calls were altered by higher echelons

- Stated that on 12/16/94 he received call from Crane TD (Mr. Reece) with 8-9 questions on the scenarios. Shortly after, received call from ADM Sargent telling the 2 Crane/Louisville CO's to "Get them to agree". Stated this referred to Louisville's original submissions with non-concurrences to Gaining Activities Enclosure (3). Were told that they could not non-concur, so Crane pulled out attachments reflecting these nonconcurrence's.

- Stated that on Crane's 034 scenario, the costs of moving radar to Louisville reflected $20 million more in wage rates when actually Crane/Louisville rates were the same.

- Stated that concerning Norfolk's Manday rates - After Norfolk CO Capt. Klem visited with NAVSEA -07 (Riswyck) - thinks Klem was forced to lower wage rates from $631

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to about $350 based on some "computer model". Also stated that on 12/15, he and Capt Carney found out that Riswyck was getting all scenario data calls from BSAT even before the activities. Also stated that at 17:15 he and Carney found out that both ADM. Sargent and ADM Earner were taking credit for this "victory".

- Stated that on 12/13/94, Capt Moeller called him to tell him to clean up his submissions because they were too emotional. Also received E Mail from a Capt Mahafey (ADM Sargent's Exec. Assist) to quit fighting over the changes to the submissions. Stated that while all direction to changes came from Capt. Carney, felt they were actually being directed from higher up. He stated that no one from Crane, NAVSEA, or BSAT ever came to Louisville to verify figures, but is confident original submissions were much more accurate than now.

- Stated that 18 months to move the Phalanx system was more accurate than the 12 month submitted by Crane. Still felt the sailors/TYCOM because of delays in overhauls.

- Provided us with a Fax page from Crane BRAC Coordinator dated 12/15/94 that deals with the Square footage requirements to move Phalanx to Crane (SEE W/P [illegible])

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[illegible] 4/9/95

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
6 February 1995

FOR OFFICIAL USE ONLY

MEETING WITH MR. BOB MATTHEWS, BRAC 95 COORDINATOR, NAVAL SURFACE WARFARE CENTER,CRANE, IN

SOURCE: Meeting between Mr. Bob Matthews, Supervisory Electronics Engineer (Code 70), and 95 BRAC Coordinator, NSWC Crane Division, Crane, IN, # 812-854-1534; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NSWC Crane, IN Admin Bldg #1, on 6 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for Naval Ordnance Center, Louisville, KY and NSWC Crane, IN. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY through their chain of command being NSWC Crane, IN. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 24 January 1995.

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka explained what had been provided to us by Louisville personnel the prior week. He also explained the allegations of figures being chained without justification by higher echelon commands and that higher authorities either pressured activities or specifically directed changes be made to scenarios initially submitted by NSWC, Louisville, KY. The allegations, tasking, and hot-line investigation can be found on W/P [illegible].

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MEETING WITH MR. BOB MATTHEWS, BRAC 95 COORDINATOR, NAVAL SURFACE WARFARE CENTER,CRANE, IN

Mr. Cejka then informed Mr. Matthews that we would need to interview key personnel involved in the BRAC scenarios. He explained that we would review the justifications for changes made by higher echelon commands.

Per Mr. Matthews:

o Questions from BSAT drove numerous changes to the numbers. Different approaches were directed in an effort to reduce costs.

o Scenarios 027 and 034 (Being Crane was the Losing Command and Louisville was the Gaining Command for some of the workload); wage rates initially showed that it would cost more to move the work from Crane to Louisville (about $20 million). We asked that if there was a cost reported for these scenarios, why didn't we show a savings in the Scenarios of Louisville Being a Losing Command and Crane the Gaining Command. The response was that the wage rate costs reported on 027 and 034 had later been -0- because they were in error and Crane realized that both Louisville and Crane had the same budget cost center; thus wage rates were the same.

o The shipyard wage rates were determined by a computer model at NAVSEA 07, Mr. Ray Booker developed, which indicated Norfolk Naval Shipyard rates would actually be lower than Louisville's. Thus, cost originally submitted by Louisville indicating the work would cost more if moved to Norfolk (Louisville used NAVCOMP published rates) were deleted from final submissions. Grant Wright is the Financial Officer at NSWC and he passed to NAVSEA the NSWC rates to be used. On the other side, NAVSEA and BSAT said that NAVCOMP rates were no good, and Mr. Booker developed his model. Suppositly the model was approved by BSAT, but he wasn't sure.

o He was never told that the reason the wage rates were not used was because the activities were non-homogenous (Surface Warfare Center to Shipyard).

MEETING WITH MR. BOB MATTHEWS, BRAC 95 COORDINATOR, NAVAL SURFACE WARFARE CENTER,CRANE, IN

o We'll need to get with NAVCOMP to determine if their rates have been discredited for the BRAC process and determine if Mr. Booker's model has been certified and by who.

o We were given all the Higher Echelon Changes made to Scenarios 028 and 12A/13A. These will be discussed and referenced at that time.

o To determine justification for changing the TRS or IPD we would have to get with Mr. Dave Schulte.

o He felt the reason initial costs estimates for TRS numbers were so much higher is because of the short time period they had to get the numbers together (48 hours). Consequently, they just accepted Louisville's initial computations. When Mr. Paul Snyder, NAVSEA Deputy (highest ranking civilian at NAVSEA) said the TRS costs were rediculous is when Adm Sterner got involved and felt the costs for TRS were unbelievable. At that time Crane reviewed Louisville's computations and adjusted the initial submissions. He also was aware of Mike Corum's VTC with Adm Sargent around Thanksgiving.

o Dave Schulte did go to Louisville to review their IPD for the PHALANX.

---

o Marvin Pate is now back in Crane. He was only detailed for one year but will not be done as NSWC BRAC Coordinator until July 95. He will be traveling back and forth from DC.

o We explained that TRS costs for BRAC 93 (to close Louisville and move operations to private industry) were approved for about $81 million. Why are cost so low for 95 ($18 million). He didn't know about that and we were directed again to Dave Schulte.

o To review how Crane determined the square footage need to meet with Gary Stuffle.

A-14.3

MEETING WITH MR. BOB MATTHEWS, BRAC 95 COORDINATOR,
NAVAL SURFACE WARFARE CENTER,CRANE, IN

o We asked why G & A costs were removed on Louisville's Scenarios. He said Norfolk didn't need G & A personnel and that by verbal question from Cmd Biddick (BSAT) they decided to delete these costs. Also, Crane didn't like the wording Louisville used "force structure downsizing".

o Mr. Dave Reece was actively involved in the Scenarios. He wasn't sure how involved he was in the data calls.

o The reason Crane pulled out Louisville's NON-CONCURRENCES was based on BSAT telling NAVSEA to work out differences prior to submissions to them. They did not direct the non-concurrences to be pulled, but Crane felt it was there job as the higher echelon to do so.

CONCLUSION:

MR. MATTHEWS SAID THAT THE REASON CHANGES WERE MADE BY CRANE TO LOUISVILLE'S ORIGINAL SUBMISSIONS WAS BECAUSE BSAT CONTINUED TO ASK QUESTIONS. ALL HIGHER ECHELON CHANGES WERE MADE BY CRANE. NO ONE DIRECTED CHANGES TO BE MADE FROM HIGHER UP; THEY WOULD JUST QUESTION NUMBERS AND ASK FOR THE ACTIVITY TO REVIEW OR JUSTIFY THE SUBMISSIONS. HE FELT ALL CHANGES MADE WERE JUSTIFIED AND PROVIDED US THE DOCUMENTATION OR POINTS OF CONTACT IF WE HAD ANY QUESTIONS. ~~AS FAR AS HE KNEW, NO COMMAND ABOVE CRANE MADE ANY ADJUSTMENTS TO~~ LOUISVILLE'S SUBMISSIONS.

IT APPEARS THAT ALTHOUGH HIGHER ECHELON COMMANDS OFFICIALLY DID NOT DIRECT CHANGES TO BE MADE, PRESSURE COULD HAVE BEEN PLACED ON ACTIVITIES LOWER IN THE CHAIN OF COMMAND (THROUGH QUESTIONS, CHANGES TO SCENARIOS, AND CHALLENGED NUMBERS)TO REDUCE COSTS ESTIMATES.

A-14.4

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
6 February 1995

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MEETING WITH MR. MARVIN PATE, BRAC 95 COORDINATOR, NAVAL SURFACE WARFARE CENTER, HEADQUARTERS (DC) (DETAILED FROM NSWC, CRANE, IN)

SOURCE: Meeting between Mr. Marvin Pate, 93 BRAC Coordinator at Crane and detailed to NSWC HQ as 95 BRAC Coordinator, NSWC Crane Division, Crane, IN; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NSWC Crane, IN Admin Bldg #1, on 6 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for Naval Ordnance Center, Louisville, KY and NSWC Crane, IN. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY through their chain of command being NSWC Crane, IN. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 24 January 1995.

DISCUSSION: Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka explained what had been provided to us by Louisville personnel the prior week. He also explained the allegations of figures being chained without justification by higher echelon commands and that higher authorities either pressured activities or specifically directed changes be made to scenarios initially submitted by NSWC, Louisville, KY. The allegations, tasking, and hot-line investigation can be found on W/P [illegible].

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A-15.1

MEETING WITH MR. MARVIN PATE, BRAC 95 COORDINATOR, NAVAL SURFACE WARFARE CENTER, HEADQUARTERS (DC) (DETAILED FROM NSWC, CRANE, IN)

Mr. Cejka then asked Mr. Pate what his function is at Crane once 95 BRAC ends and he comes back from NSWC HQ in DC. Mr. Pate said since BRAC 93 he has been involved in BRAC; however, he plans on retiring in August 1995 and this BRAC process ends in July 1995.

Per Mr. Marvin Pate:

o When asked why 93 BRAC TRS costs were accepted, yet 95 BRAC TRS costs of $81 million were not. - Mr. Pate said this process was different in that we only had 48 hours to put the data together. Also there are different people in the Chain of Command for BRAC 95 and they questioned more. Apparently 93 BRAC TRS didn't alarm anyone.

o He's not in the Chain of Command and doesn't approve or disapprove any numbers.

o Related to TRS costs for 95 BRAC - they first received attention by Mr. Paul Snyder, Deputy NAVSEA (highest ranking civilian). The information was explained to him by Mike Corum (Louisville), but he didn't buy it. Then he passed it back down the Chain of Command to Adm Sargent's level.

o HIGHER UPS DON'T DIRECT CHANGES, THEY JUST QUESTION THE NUMBERS AND SAY GO BACK AND REVISIT THE ISSUE. THERE WERE NO HIGHER ECHELON CHANGES MADE PAST THE CRANE LEVEL.

o We'll need to get with NAVCOMP to determine if their rates have been discredited for the BRAC process and determine if Mr. Booker's model has been certified and by who.

o We were given all the Higher Echelon Changes made to Scenarios 028 and 12A/13A. These will be discussed and referenced at that time.

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A-15.2

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
6 February 1995

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MEETING WITH MR. MARVIN PATE, BRAC 95 COORDINATOR, NAVAL SURFACE WARFARE CENTER, HEADQUARTERS (DC) (DETAILED FROM NSWC, CRANE, IN)

o When asked about a meeting at the BSAT level making a decision to add 20 people to Norfolk from Louisville, we had heard that BSAT said "we're not leaving until this change is agreed with" (or something similar to that - was this true? Mr. Pate said he was at the meeting but he didn't recall anything like that happening. It was a late night meeting with Capt Moeller, Cdr Biddick (BSAT), himself, Bill Riswyck (NAVSEA 07) and Capt Klem (CO Norfolk Naval Shipyard). They did agree, however the change was made by Capt Klem, it was NOT DIRECTED.

o Concerning Wage Rate Issues - He was not in a meeting when NAVCOMP rates were discredited. He said the model (By NAVSEA Mr. Booker) attempted to look at all work for a single scenario which changed the rate to a much lower figure. It did not just look at one activity in the scenario. May be a lot more people in an entire scenario.

o The NAVSEA personnel (higher level) comments on TRS costs being ridiculous were based on their past experience with TRS development.

o Marvin Pate never heard BSAT comment on reason wage rates were taken out for non-homogeneous activities.

o He is going to DC tomorrow for other auditors reviewing his work on BRAC. He didn't know who it was.

o BSAT made decision for what final submissions would look like and it was for all NWC's not just Louisville. This was regarding issue of putting all changed original submissions in the final package, lined out, signed, new page, justification for change, and signed. Louisville (Joe Bohn) put together what was originally submitted during his trip to DC around 25 January 1995.

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Asst to NAVSEASYSCOM IG (95-0044)
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6 February 1995

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MEETING WITH MR. MARVIN PATE, BRAC 95 COORDINATOR,
NAVAL SURFACE WARFARE CENTER, HEADQUARTERS (DC)
(DETAILED FROM NSWC, CRANE, IN)

o This change in format showing original information was because for Naval Surface Warfare Centers there was 20 Scenarios and 53 Revisions based on BSAT questions and clarifications.

o There was a lot of pressure put on activities regarding numbers from BSEC/BSAT level; HOWEVER, THEY NEVER DIRECTED ANY CHANGES.

o He never heard that Louisville was on the block and that shipyards will be saved at all costs.

CONCLUSION:

MR. PATE SAID THAT HIGHER ECHELONS NEVER MADE OR DIRECTED CHANGES IN NUMBERS. THERE WERE NO CHANGES MADE ABOVE THE SUBMITTING ACTIVITY LEVEL. HE DID SAY HIGHER ECHELON PERSONNEL MAY HAVE QUESTIONED NUMBERS AND ASKED THE SUBMITTING ACTIVITY TO REVISIT THE ISSUE, HOWEVER, THE HIGHER ECHELON DID NOT MAKE THE CHANGE.

IT APPEARS THAT ALTHOUGH HIGHER ECHELON COMMANDS OFFICIALLY DID NOT DIRECT CHANGES TO BE MADE, PRESSURE COULD HAVE BEEN PLACED ON ACTIVITIES LOWER IN THE CHAIN OF COMMAND (THROUGH QUESTIONS, CHANGES TO SCENARIOS, AND CHALLENGED NUMBERS) TO REDUCE COSTS ESTIMATES.

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Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
6 February 1995

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MEETING WITH MR. DAVE SCHULTE, DEPUTY SUPPLY OFFICER, NAVAL SURFACE WARFARE CENTER, CRANE, IN)

SOURCE: Meeting between Mr. Dave Schulte, Deputy to the Supply Officer (Code 11A), (He worked on revised TRS Cost Submissions of about $18 million vice $81 million), NSWC Crane Division, Crane, IN; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NSWC Crane, IN Admin Bldg #1, on 6 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for Naval Ordnance Center, Louisville, KY and NSWC Crane, IN. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

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SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY through their chain of command being NSWC Crane, IN. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 24 January 1995.

DISCUSSION: Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka explained what had been provided to us by Louisville personnel the prior week. He also explained the allegations of figures being chained without justification by higher echelon commands and that higher authorities either pressured activities or specifically directed changes be made to scenarios initially submitted by NSWC, Louisville, KY. The allegations, tasking, and hot-line investigation can be found on W/P [illegible].

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A-16.1

MEETING WITH MR. DAVE SCHULTE, DEPUTY SUPPLY OFFICER, NAVAL SURFACE WARFARE CENTER, CRANE, IN)

Mr. Cejka then asked Mr. Schulte what his function was in development of TRS costs. Mr. Schulte said he developed the revised figures.

Per Mr. Dave Schulte:

o Once TRS submissions from Louisville were questioned by higher echelons, he was tasked by Crane to review what the actual costs should be.

o He physically visited Louisville on the Sunday after Thanksgiving. With Mr. Mel Bischoff (Louisville) he viewed the IPDs for the Phalanx work and looked at Louisville MRP system. At this time he did not know there was trouble with TRS submissions.

o Louisville's IPDs were in more detail than he ever seen before or at least that he ever seen at Crane.

o He viewed the IPDs as what is needed or required to actually do the work - not the TRS. Louisville spent a great deal of time developing their IPDs, therefore, he only looked at what information would be needed to transition Louisville's IPDs to Crane.

o He did not review the MRP or IPDs for the gun work. He assumed that because the PHALANX IPDs were so good, the gun process would be the same.

o HE EXPLAINED THAT HE COMPUTED HIS $18 MILLION FIGURE BY ESTIMATING WHAT IT WOULD TAKE TO BASICALLY TRANSITION LOUISVILLE'S WORK TO CRANE. HE DID NOT PLAN TO FULLY DEVELOP NEW IPDs, BUT INSTEAD JUST TRANSITION LOUISVILLE'S INFORMATION.

o He did not recall how he broke out the portion of TRS costs to the Phalanx (only about $3.7 million). He would get back to us on how that was done.

A-16.2

4/9/96

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
6 February 1995

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MEETING WITH MR. DAVE SCHULTE, DEPUTY SUPPLY OFFICER, NAVAL SURFACE WARFARE CENTER, CRANE, IN)

We asked Mr. Schulte how he got involved with determining TRS costs, since he was the Deputy Supply Officer. He explained that he is an engineer by education (undergraduate and graduate degrees). Further, he developed TRS's two assignments ago (for only Class B overhaul not complete overhaul) and he worked in the System's Maintenance Division during past assignments.

We then reviewed his estimates, justification, and supporting work related to TRSs. These will be reviewed in detail at a later time. His computations and supporting work can be found on W/P A-53 & 32 & 33.

CONCLUSION:

MR. SCHULTE'S ESTIMATES ON TRS COSTS APPEAR TO BE VERY SIMPLIFIED IN COMPARISON TO LOUISVILLE COMPUTATIONS. BASICALLY, HIS HOURS PER INDIVIDUAL PROCESS DOCUMENT (IPD) COMPUTE TO ABOUT 25 HOURS PER PROCESS. LOUISVILLE'S ESTIMATES WERE BASED ON REIMBURSABLE DEVELOPMENT OF IPD OR TRS. THE LEAST AMOUNT THEY HAD BEEN PAID FOR THIS DEVELOPMENT WAS BASED ON 500 HOURS PER IPD NEEDED.

ALTHOUGH WE CAN NOT MAKE SPECIFIC CONCLUSIONS AT THIS TIME; IT APPEARS THAT CRANES SUBMISSION OF $18 MILLION FOR TRS OR IPD DEVELOPMENT IS NOT WELL SUPPORTED AND MAY HAVE BEEN DRIVEN BY WHAT HIGHER UPS WANTED TO SEE FOR THIS COST. DOCUMENTATION RELATED TO DEVELOPING THESE COSTS IS VERY MINIMAL AND RATIONALE CONFLICTS WITH WHAT WE WERE TOLD IN LOUISVILLE (IPDs ARE SITE SPECIFIC AND HAVE TO BE COMPLETELY REDONE WHEN A PROCESS IS MOVED TO ANOTHER ACTIVITY).

WE WILL REVISIT THIS ISSUE AND FURTHER ANALYSIS WILL BE DONE AND REFERENCED AT THAT TIME.

A-16c.3

2/9/95

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
6 February 1995

FOR OFFICIAL USE ONLY

MEETING WITH MR. DAVE REECE, EXECUTIVE DIRECTOR, NAVAL SURFACE WARFARE CENTER, CRANE, IN

SOURCE: Meeting between Mr. Dave Reece, Executive Director, #812-854-3666, NSWC Crane Division, Crane, IN; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NSWC Crane, IN Admin Bldg #1, on 6 February 1995.

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SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY through their chain of command being NSWC Crane, IN. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 24 January 1995.

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka explained what had been provided to us by Louisville personnel the prior week. He also explained the allegations of figures being chained without justification by higher echelon commands and that higher authorities either pressured activities or specifically directed changes be made to scenarios initially submitted by NSWC, Louisville, KY. The allegations, tasking, and hot-line investigation can be found on W/P [illegible].

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Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
6 February 1995

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MEETING WITH MR. DAVE REECE, EXECUTIVE DIRECTOR,
NAVAL SURFACE WARFARE CENTER,CRANE, IN

Per Mr. Reece:

o He was very involved in determining scenarios and strategies related to BRAC 95 involving Crane and Louisville.

o He did not talk to the Navy auditors reviewing Crane information and submissions.

o He formed a team of TC leaders based on BRAC scenarios who collected the data. Mr. Matthews Coordinated the process. He was involved in the strategies to be used at the start of each scenario.

o He developed a proposal to consolidate the Mid West Navy. He wanted to consolidate certain functions at Indianapolis, Louisville and Crane that would save about 1,000 billets but NOT CLOSE ANY OF THE SITES. Consolidate vice "NO" Closure of anyone.

o Adm Sargent thought his proposal was good and passed it to Adm Sterner. However, he believes it was killed by the NAVAIR side.

o The 12A/13A Scenario (close Louisville and move work to both Norfolk and Crane) came from BSAT not him. It went from Adm Sargent to Adm Sterner to the BSAT. It was not initiated at Crane, Adm Sargent takes responsibility for initiating 12A/13A.

o He did get involved in the TRS issue. The whole chain of command found Louisville's initial numbers to be unbelievable. This was from the BSAT down.

o Crane did put cost into scenarios to augment their plating facility and requirements for the PHALANX.

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MEETING WITH MR. DAVE REECE, EXECUTIVE DIRECTOR,
NAVAL SURFACE WARFARE CENTER,CRANE, IN

o To split the TRS estimates from all of Louisville's work to guns and phalanx, they just used a ratio based on the processes associated with the CIWS. They didn't know of any better way to split the $18 million.

o For the CIWS they just duplicated Louisville's operations. Instead of building #102 in Louisville, they will put the Industrial and Process work in Bldg #41 and Storage/Supply in Bldg #40. The problem or square footage complaint may be because Crane did not include storage in 12A/13A. No renovation was needed to storage facilities, but they have plenty of room. Crane estimates that for Phalanx work they would need 100,000 sq ft for Operations and 100,000 sq ft for storage.

o He felt that what is driving the Louisville complaints are Wage Rates, TRS estimates, and Elimination of Billets.

o He would even have to question how a shipyard can do Louisville's work with 300 less people than Louisville. There may be some savings in Supervisors but not 300 people.

CONCLUSION:

MR. REECE WAS VERY INVOLVED IN THE BRAC 95 SCENARIOS AND STRATEGIES THAT WOULD BE USED TO FORMULATE AND ANSWER BSAT QUESTIONS FOR BOTH CRANE AND LOUISVILLE.

MR. REECE DID NOT MEET ANY OTHER NAVY AUDITORS.

IN OUR OPINION HE AGREES WITH ALL CHANGES MADE TO LOUISVILLE'S AND CRANE'S SUBMISSIONS.

A-17.3

95-0044
NAVSEA IG ASSIST
D. CEJKA
7 FEB 95

Purpose: Document meeting with prior Crane Commanding Officer
Source: held at Chamber of Commerce Bloomington, IN btwn D. Cejka& G. Colaneri NAVAUD/Capt Steve Howard, retired
Scope: BRAC 93/BRAC 95 discussion
Criteria: Testimonial Evidence IAW NAH
Discussion:

I asked Capt Howard to give us a little background on himself. He stated he was CO at Crane for about 3 1/2 years, and was an engineer type. He retired at the end of August 1994 (relieved by Capt Carney). He provided the following information based on BRAC questions raised:

- Stated that BRAC 93 did not ask the right questions. Gave one question about if the base had a gym (which meant they could support the fleet), so bases started building gyms. Didn't ask industrial capability type questions.

- Stated BRAC 95 was much more comprehensive, but felt the questions were based on conclusions already reached from higher up, and the bases just answered the questions to support those conclusions. Felt that the amount of information provided on the Data calls was too much for the NAVSEA/BSAT people to digest to make right decisions. Based this on the amount of all NAVSEA inputs to the data calls.

- Stated the BRAC system wanted data to be accurate but the volume and quickness of response by activity prevented detailed analysis.

- Concerning TRS's and IPD's, I showed Capt Howard the documentation supporting Louisville's submission of $81 million, and the reduced figure/calculations presented by Crane. Capt. Howard stated that the documentation was extremely site specific, and comprehensive to the point of nuts and bolts needed. Stated that major revisions would be needed even if this documentation was exported to the gaining activity unless all people/equipment went with the process. Stated the Phalanx was the most sophisticated system he could think of. Capt Howard stated he did not think Norfolk could do the Phalanx work because of shipyard inefficiencies, and seriously doubted Crane could do the work. Felt that without reviewing Louisville

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submission in detail could not verify the numbers, but stated they were more realistic than the Crane/Norfolk $18 million provided.

- Stated that NIF activities "game" the numbers since they are profit oriented organizations, and may inflate charges to one customer to make up for losses to another customer.

WAGE RATE DISCUSSIONS

- Stated moving the work to Shipyards was wrong (expletive deleted) because of shipyard inefficiencies. Stated that if the weapons/Phalanx work was spread out over many buildings, the inefficiencies would end up costing the Navy allot more than if the operations stayed put. Stated that the NAVSEA Computer model (showing industrial rate reductions from $631 to $385 per manday) was bogus because of the Nuclear overhead that had to be spread out; cost of living increases on the east coast.

- I asked Capt. Howard if he had heard first hand comments that the shipyards would be saved at any cost. He stated no but was positive the shipyards were just begging for other activities work loads in order to stay alive.

- Capt. Howard's bottom line was that if the weapons/Phalanx were moved it would be 5 years just to get to a productive level, and then still doubted that the move wouldn't end up costing the Navy twice as much for the work to be done.

Conclusion: None reached based on this stand alone testimonial evidence, but very convincing discussion as to movement of Louisville work to other sites.

WORK PAPER REF: A-18.2

2/7/75

95-0044
ASSIST TO NAVSEA IG
D. CEJKA
8 FEB 94

Purpose: Document PHONCON this date
Source: PHONCON D. Cejka NAVAUD/CDR D. Biddick BSAT team - ONR Washington (PHONE 681-0455)
Scope: TRS Costs/Wage Rates/Square Footage Requirements
Criteria: Confirmation of testimonial/Documentary evidence IAW NAH
Discussion:

TRS COSTS

I asked CDR Biddick whether he was aware that Louisville did not have TRS'/IPD for all weapons/system processes that would move to Crane or Norfolk. He stated that he was under the impression that all of the required documents existed already. I informed him that Louisville got a waiver from developing TRS's/IPD's over 10 years ago because of the cost to develop. He was also unaware of this. He questioned whether the TRS costs should even be included in the COBRA model as a cost to BRAC.

WAGE RATES

I asked CDR Biddick to confirm his original discussions with myself and G. Colaneri concerning why the wage rate costs were removed from the Louisville scenerios. He confirmed that BSAT made the decision because a tech center moving to a shipyard was like mixing apples and oranges, so the decision was made to leave these costs out if the losing activity was nonhomogenous to the gaining activity. I asked him to confirm that the reason for leaving these wage rates out wasn't because of a computer model developed by Ray Booker of NAVSEA, which reduced the Norfolk wage rates from $631 to $395 per manday. He reiterated that it was a BSAT decision not a NAVSEA decision.

SQUARE FOOTAGE REQUIREMENTS

I asked CDR Biddick to confirm information received from Mr. Reece (Crane TD) relating to the exclusion of storage space for the Phalanx if it moves to Crane. I told CDR Biddick we were informed that the 100K shown on the scenerio related to production space for the Phalanx, but there was another 100K building ready to move the Phalanx inventory. CDR Biddick confirmed that if the space does not require refurbishment/renovation, then it does not have to be shown on the gaining activity scenerios.

I informed CDR Biddick that information gathered thusfar

WORK PAPER REF: A-1901

4/2/95

indicated Norfolk matched Crane's square footage submission of 100K because they thought Crane knew what they were doing (discussion G. Colaner/Duff Porter Norfolk - SEE W/P A-4.2)

I told him it appeared Norfolk may have overlooked the fact that Crane was still providing 100K of storage space, but not identifying it in the scenerio for reasons described above. I indicated it appears Norfolk thinks it can fit both the production and storage requirements into 100K Sq. Ft. He said he would call Norfolk to confirm.

Conclusion:

Will follow up on the issues of the rational for leaving wage rates out of scenerios/square footage requirements.

WORK PAPER REF: A-4.2

3/1/95

95-0044
NAVSEA IG ASSIST
D. CEJKA
8 FEB 95

Purpose: Document walkthrough of potential Phalanx facility
Source: Walkthrough led by Gary Stuffle - Public Works Crane/ D. Cejka, G. Colaneri NAVAUDSVC
Scope: Facility Requirements for Phalanx operations
Criteria: BRAC 95 scenerio 0.12A/013A
Discussion:

Mr. Stuffle gave us a tour of buildings 40 and 41 which were identified as potential site for Phalanx. Building 40 provides for approximately 115K Sq Ft of storage requirements. Within building 40 there are 4 35 ton overhead cranes, and 1 50 ton overhead crane. Total building space is 219K Sq. Ft.

Building 41 consists of approximately 280K Sq. Ft. of which 96K Sq. Ft. would be reserved for Phalanx production capability. We physically walked through the entire complex (massive) which Gary pointed out which operations of Slick-32 were moving to a new MILCON facility in April 1995. Included as a shared technical capability were the radar testing facility; the Aquistic Chamber (SIC) (which would require special equipment to be added from Louisville). The parts retrieval system (with mini loader) is at 40 percent current capacity.

Mr. Stuffle gave us a quick tour of the Army machine shop facility; and other new MILCON buildings that will house Microwave testing and other engineering shops.

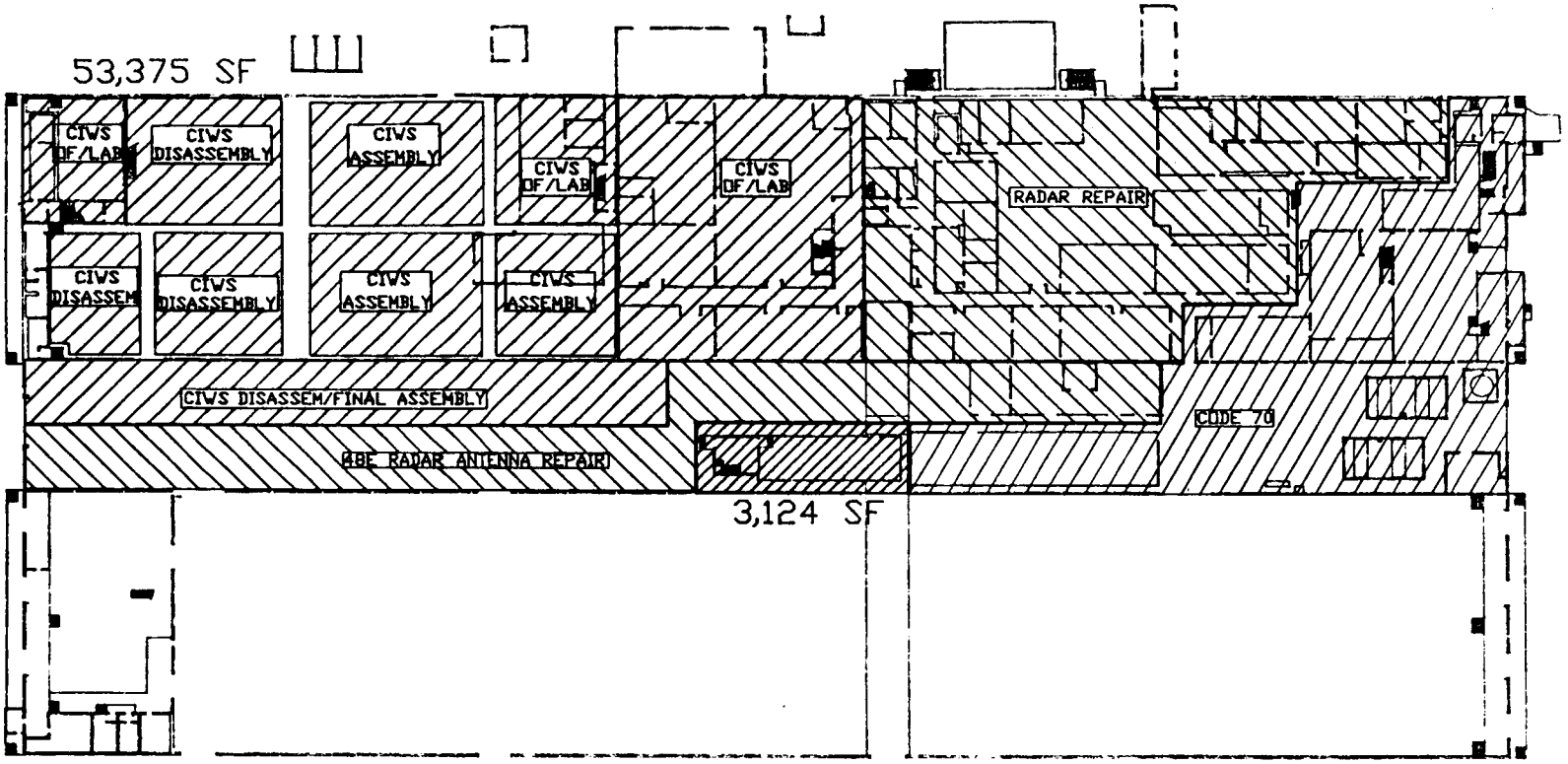
Conclusion:

The storage facility building 40 does appear to be a "move in" storage facility for the Phalanx, and appears to justify the reason storage costs were not shown in scenerio 12A/13A. Building 41 excess capacity appears capable of handling the production side of the Phalanx program. Mr. Stuffle also gave us a copy of the space requirements blue prints for the Phalanx production and storage requirements. (attached as W/P A-20.3 through A-20.5)

Note: On 10 Feb 95 we met again with Capt. Cummings and the Louisville BRAC Team A (see W/P_____). Since they had previously expressed concern that Crane had not submitted a storage requirement for the Phalanx, I informed them that we had toured Buildings 40 and 41, had discussed why storage did not show up on the scenerio with Bob Matthews (who stated that since there was no cost to renovate/refurbish, they did not have to show on scenerio), and this was confirmed with CDR Biddick from BSAT (See W/P_____). I then showed

WORK PAPER REF: A-20.1

them the blue prints received from Stuffle of Crane. They were very amazed that blue prints had been established, and that when they asked to visit the floor spaces at Crane, they were informed by Stuffle that "it wasn't really necessary". Capt. Cummings reacted to the blue prints by acting out a knife being stuck in his back. I asked him if he had been made aware of the blue prints and he stated no.

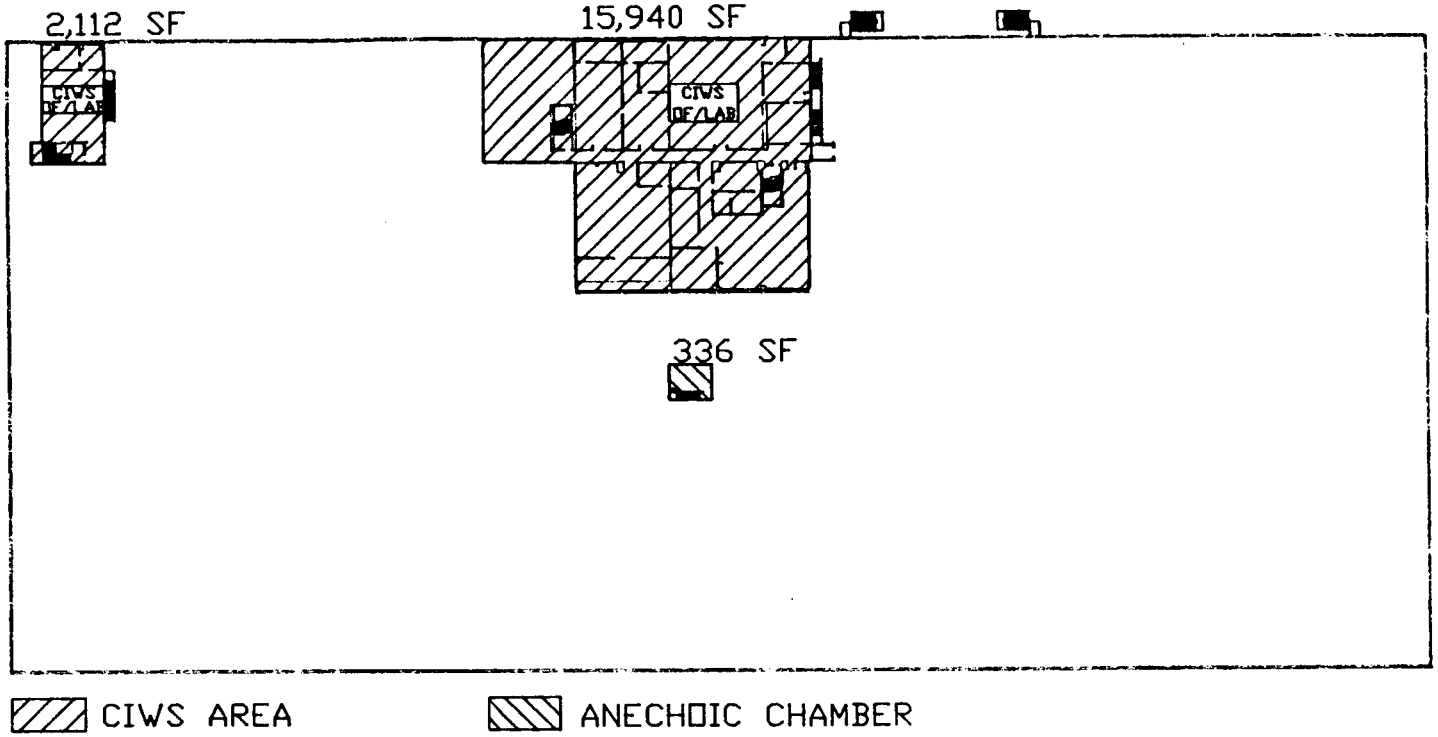


CODE 80 RADAR
CIWS AREA
ANECHOIC CHAMBER
CODE 70

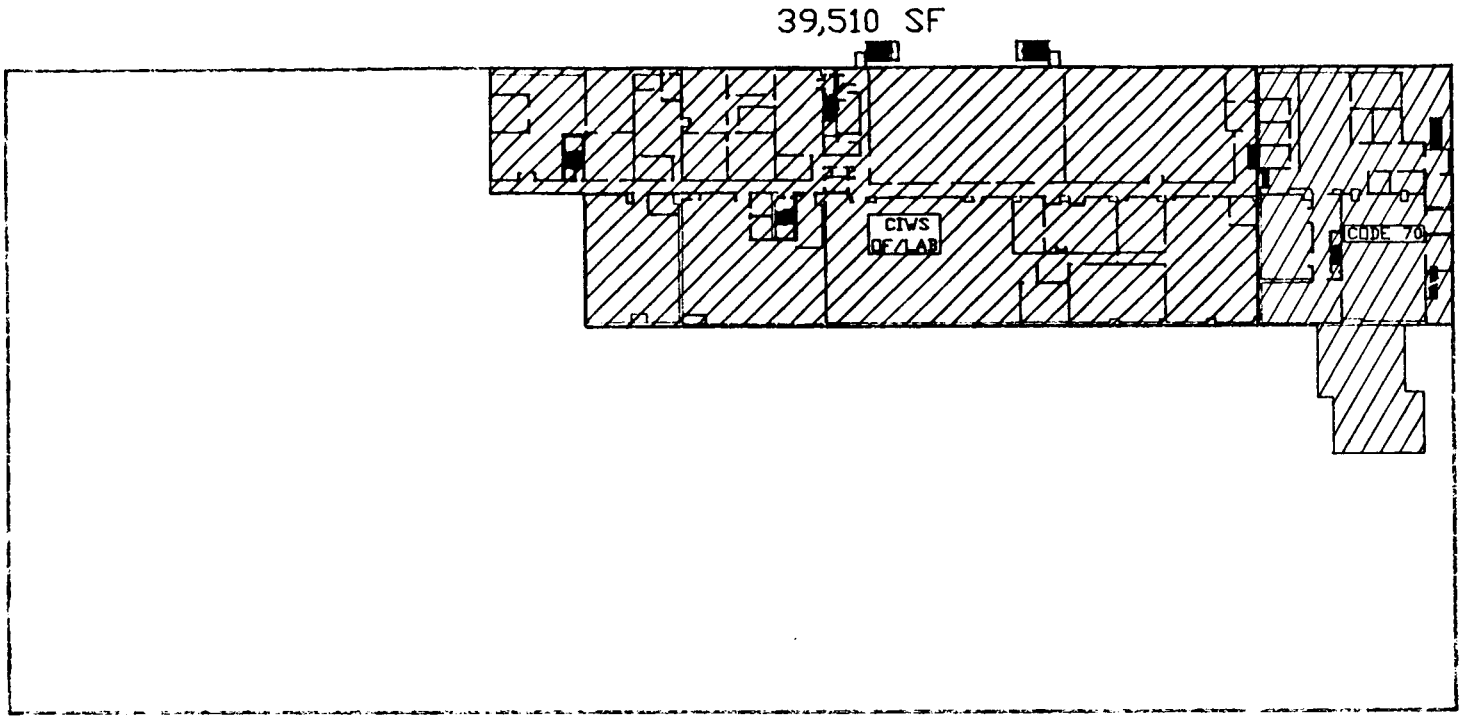
BLDG-41
FIRST FLOOR PLAN

BUILDING NO. 41
FIRST FLOOR PLAN
SHEET NO. 1 OF 3
PAGE 33

A-7.C.3



SECOND FLOOR PLAN



CIWS AREA

CODE 70

THIRD FLOOR PLAN

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
9 February 1995

*****FOR OFFICIAL USE ONLY*****

MEETING WITH MR. BOB MATTHEWS, BRAC 95 COORDINATOR, NAVAL SURFACE WARFARE CENTER,CRANE, IN RELATED TO HIGHER ECHELON CHANGES

SOURCE: Meeting between Mr. Bob Matthews, Supervisory Electronics Engineer (Code 70), and 95 BRAC Coordinator, NSWC Crane Division, Crane, IN, # 812-854-1534; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NSWC Crane, IN Admin Bldg #12, on 9 February 1995.

PURPOSE: To discuss Higher Echelon Changes for 12A/13A related to no documentation of revision pages. Also, to discuss Wage Rate issues relating to both Crane and Louisville work moving to Norfolk. (BRAC 95 Scenarios 034 and 012/013.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY through their chain of command being NSWC Crane, IN. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 9 February 1995.

DISCUSSION:

Per Mr. Matthews:

o Higher Echelon Change files related to 12A/13A; Changes to pages 2-61 through 2-66 and 3-3a through 3-3b. - We questioned why couldn't we find revised pages or pages annotated by "R" with the date of the Change. - Mr. Matthews said NO CHANGES WERE EVER MADE. BASED ON DISCUSSIONS BETWEEN LOUISVILLE (CAPT CUMMINGS, JOE BOHN, AND MOST OF THEIR BRAC TEAM) AND CRANE (BOB MATTHEWS, CAPT CARNEY, AND MR. REECE); IT WAS DETERMINED THAT NO CHANGES WOULD BE NEEDED AND CRANE ACCEPTED LOUISVILLE'S ORIGINAL SUBMISSIONS. - Changes never submitted and should not have been in HEC files.

A-2101

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
9 February 1995

FOR OFFICIAL USE ONLY

MEETING WITH MR. BOB MATTHEWS, BRAC 95 COORDINATOR, NAVAL SURFACE WARFARE CENTER,CRANE, IN RELATED TO HIGHER ECHELON CHANGES

o When asked about Wage Rates being dropped as they relate to Norfolk rates and initial submissions indicating a Cost to move work to Norfolk. - Mr. Matthews said that the rates were dropped based on direction for NAVSEA. He heard that BSAT said they had certified the rates from Mr. Bookers computer model which discredited Wage Rates used by Crane and Louisville in their initial submissions. - HE DIDN'T QUESTION THEIR (NAVSEA OR BSAT) EXPLANATIONS. HE JUST -0- OUT THE WAGE RATE COSTS AND DROPPED THE ISSUE.

o Upon further discussion regarding the BRAC process and figures submitted appearing to be very low; Mr. Matthews said that PRESSURE WAS PUT ON THEM FROM BSAT TO MINIMIZE COSTS IN THE CLOSURE SCENARIOS (SUCH AS WITH EQUIPMENT NEEDED AND TRS COST) AND DON'T WORRY ABOUT THE RISK. HE FELT THAT WITH COSTS REDUCTIONS MADE TO THE SCENARIOS, THEY HAVE ACTUALLY MAXIMIZED THE RISK INVOLVED WITH CLOSING LOUISVILLE AND/OR CRANE.

CONCLUSION:

BASED ON THIS MEETING WITH MR. MATTHEWS, WE CONCLUDED THAT IT APPEARS PRESSURE WAS PUT ON ACTIVITIES BY HIGHER ECHELON COMMANDS AND BSAT TO REDUCE GAINING BASE COST FOR CLOSURE SCENARIOS. NO CONCERN WAS GIVEN TO RISK - JUST MINIMIZE COST.

A-21.7

95-0044
ASSIST TO NAVSEA IG
D. CEJKA
9 FEB 95

Purpose: Document PHONCON this date
Source: PHONCON D. Cejka/CDR Biddick BSAT (703) 681-0455 09:00-09:30 this date.
Scope: Revisions to scenerio 12A/13A of BRAC 95
Criteria: Testimonial evidence IAW NAH + BRAC Internal Control Program

Discussion:

After reviewing the final submission of scenerio 12A/13A by Louisville (SEE WORK PAPER D 1G) and comparing to the package received from CDR Biddick on 20 Jan 95 (SEE WORK PAPER B 1C), there were discrepancies noted. I called CDR Biddick to discuss these discrepancies. In comparing the BSAT package against the Louisville package, I highlighted those pages of the Louisville package in GREEN HIGHLIGHTER. I asked CDR Biddick to review his scenerio 12A/13A package as I noted the differences in the Louisville package. While most of the differences were administrative and not material in nature, I found it interesting that BSAT did not have the supposidly completed package (considered the final submission as of 23 Jan 95 - prior to the Louisville/Crane BRAC Coordinators revisit to NSWC HQ on 25-27 Jan 95). CDR Biddick noted the differences between the 2 packages.

Of particular concern to me is reflected on page 2-46 of the Louisville submission. After I read the figure changes to par E, and F on page 2-46 (873/449 numbers) CDR Biddick indicated that these numbers will actually reflect 880 and 442 respectively after BSAT submits for final signature. CDR Biddick stated that these changes will be made without notifying Crane or Louisville. I informed CDR Biddick that this went against his previous discussions on 1/20/95, when he stated that BSAT did not make changes. He stated that the change of 15 personnel were based on a model to send 15 people to Base X.

As we reviewed the differences, some CDR Biddick noted he had already pen changed. I asked him if he had done that subsequent to Jan 20. He stated that "no" he had given us a clean version of 12A/13A because his copy had notes written on it that nobody outside BSAT knows. This goes along with our 20 Jan 95 meeting, when CDR Biddick would not give us a copy of his working copy of 12/13 scenerios because he did not have a clean copy handy for that scenerio.

WORK PAPER REF: A-220.1

2/9/95

Conclusion:

It appears that BSAT did make changes based on the above discussion, and that BSAT did not give us all scenerio changes, and reasons to those changes when we met on 20 Jan 95. How to resolve this problem will be discussed with AUDGEN when we brief him on 17 FEB 95.

WORK PAPER REF: A-22.2

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
10 February 1995

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MEETING WITH MR. GERALD GRATTAN, EXECUTIVE DIRECTOR, NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

SOURCE: Meeting between Gerald Grattan, Executive Director, NSWC Crane Division, Naval Ordnance Center Louisville (NOCL), KY; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-6286 Ext 323. The meeting was conducted at NOCL Admin Bldg, on 10 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for NOCL. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 10 February 1995.

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka then asked what his role was in the BRAC 95 process.

Mr. Grattan said that he provided guidance and interface between all players and in the chain of command. Further, at times he was a referree on issues. He was the person overall in charge and reviewed the submissions prior to certification from Capt. Cummings.

A-23-1

DC 2/10/95

MEETING WITH MR. GERALD GRATTAN, EXECUTIVE DIRECTOR, NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Next Mr. Grattan said that he did not agree with the changes made to TRS costs. He said Norfolk wouldn't go along with the TRS costs and NAVSEA 07 said they were too high.

Mr. Grattan basically said that the message from Adm Sargent was either lower the numbers or we'll (NSWC HQ) just throw them out completely. Once Dave Reece (Crane) agreed on the $18 million costs for TRS development, Norfolk agreed.

Mr. Grattan said he did not hear Capt Carney say "we got Louisville" when they were in Panama City; however, he did hear the story that Adm. Sterner had hand written notes to lower and change numbers on the Louisville scenarios.

Mr. Grattan said NAVSEA 07 had immediate access to their submissions and chopped them immediately.

Further, he felt that Crane and Norfolk were competing for Louisville's work and that drove costs down.

He also did not agree with the wage rate issues, however, he felt that was the Shipyard and NAVSEA 07 behind the decision to eliminate the wage rate differences.

Mr. Grattan said that Adm Sargent,in a meeting (giving his BRAC pitch) on 1 February 1995 in Panama City; stated that the BSAT had preconceived outcomes and that's why questions were such.

Higher Echelons, all the way to BSAT were very intimidating. You felt as if either you changed your numbers or they would.

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Cejka/Colaneri
10 February 1995

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MEETING WITH MR. GERALD GRATTAN, EXECUTIVE DIRECTOR,
NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT,
NAVAL ORDNANCE CENTER, LOUISVILLE, KY

CONCLUSION:

ALTHOUGH MR. GRATTAN WAS NOT A MAJOR PLAYER IN DEVELOPING BRAC 95 NUMBERS, HE DID REVIEW SUBMISSIONS AND ACT AS A REFERREE BETWEEN THE COMMANDS. HE FELT THAT THERE WAS HIGHER ECHELON PRESSURES TO CHANGE NUMBERS SUBMITTED BY LOUISVILLE AND THAT THE BSAT HAD PRECONCEIVED IDEAS ON WHAT THEY WANTED PRIOR TO SUBMITTING THEIR QUESTIONS. THE PROCESS WAS VERY ITIMIDATING IN THAT "YOU CHANGE OR WE WILL".

A-23.3

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Cejka/Colaneri
9 February 1995

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MEETING WITH CAPT. JEFF CARNEY, COMMANDING OFFICER, NAVAL SURFACE WARFARE CENTER,CRANE, IN

SOURCE: Meeting between Capt. Jeff Carney, Commanding Officer, NSWC Crane Division, Crane, IN; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NSWC Crane, IN Admin Bldg #1, on 9 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for Naval Ordnance Center, Louisville, KY and NSWC Crane, IN. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY through their chain of command being NSWC Crane, IN. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 09 February 1995.

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka explained what had been provided to us by Louisville personnel the prior week. He also explained the allegations of figures being changed without justification by higher echelon commands and that higher authorities either pressured activities or specifically directed changes be made to scenarios initially submitted by NSWC, Louisville, KY. The allegations, tasking, and hot-line investigation can be found on W/P_____.

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DC 01/01/95

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Cejka/Colaneri
9 February 1995

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MEETING WITH CAPT. JEFF CARNEY, COMMANDING OFFICER, NAVAL SURFACE WARFARE CENTER,CRANE, IN

We then explained that Mr. Reece had cleared up the allegation that Crane's Square Footage submission for the Phalanx was too low. We found that if no renovation was necessary (which appears to be the case in the storage facility Bldg #40), the square footage did not have to be submitted. We confirmed this with Cdr Biddick (BSAT). Crane has an additional 115,000 square feet of storage that is not on the 12A/13A submission. We also toured the facilities for Phalanx (Bldgs 41 & 40) and found this appears to be true.

Per Capt. Carney:

o There is a perceived adversarial relationship between Louisville and Crane. This started after the BRAC 91 consolidation of G&A functions; and Louisville becoming a subordinate command to Crane.

o There is not a lot of work at Louisville anymore. Guns are a thing of the past. The Navy's focus now is missiles.

o He made emotional changes to Louisville's scenarios after his boss (Adm Sargent) and BSAT started questioning the submissions.

o He felt the consolidation of Louisville and Crane had a positive affect on Louisville (their wage rate went down and more people went from Crane to Louisville than Louisville to Crane).

o Both G&A functions and department heads came from Crane. They were the best qualified (job was advertised). Also, both Public Works Officers (military) are at Crane. This combined with the consolidation started all the animosity, but there is more from Louisville to Crane than Crane to Louisville.

o The biggest issue was the TRS costs. It could be more than the $18 million, but no way it's $81 million.

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Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
9 February 1995

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MEETING WITH CAPT. JEFF CARNEY, COMMANDING OFFICER, NAVAL SURFACE WARFARE CENTER,CRANE, IN

o When Louisville showed up on the 93 BRAC, the Navy went out of its' way to save Louisville.

o He had STRONG ENCOURAGEMENT from all higher echelons to keep the numbers as small as possible. However, these number reductions were not without merit. But no way are the numbers 99% pure when you only have 48 hours to develop.

o For Capt Carney, the wage rate issue was important to him. The decision to eliminate the wage rate costs didn't wash with him. NAVSEA 07 people are trying to save the shipyards and make the numbers attractive to move the work to the shipyards. They minimized the costs pressure.

o Louisville's first submission was inflated in an effort to try to save their base.

o Capt. Carney actually received a call from Capt. Moeller (BSAT) on the emotional issues. BSAT did not like them in the submissions.

o He has a lot of respect for Capt. Moeller and Cdr Biddick (BSAT); but in the heat of Battle the BRAC process was not followed down the chain of command as intended. Calls were made straight to the activity. The BRAC process didn't happen as he expected it to.

o He got a lot of pressure to reduce the numbers. They were too big. But, he didn't feel like he was forced to play.

o Mr. Freedman (Head of Guns at NAVSEA) didn't believe the initial TRS/IPD costs. He said they were too high.

o WE ASKED IF CAPT CARNEY FELT NORFOLK 'LOW BALLED' THERE SUBMISSIONS. CAPT CARNEY SAID NOT NORFOLK, BUT RISWYCK.

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Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
9 February 1995

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MEETING WITH CAPT. JEFF CARNEY, COMMANDING OFFICER, NAVAL SURFACE WARFARE CENTER,CRANE, IN

o The non-concurrences were bounced down the chain of command. BSAT said to NAVSEA, these are both your activities, you work it out. The process didn't work for certifying with exceptions.

o NAVSEA didn't have a strategy. Paul Snyder said they did, but the shipyards and weapon centers didn't want to play.

o The scenarios wanted to fill the Norfolk Naval Shipyard, so the questions (BRAC) were altered.

o We asked if he had heard or knew if anyone said "we got Louisville - and notes were passed by Adm Sterner to reduce costs". Capt Carney said he never heard Adm Sterner say that we got Louisville, but there were notes passed by Adm Sterner to reduce costs figures on Louisville scenarios.

o The 092A Scenario (Close Louisville and move all work to Crane) was never agreed on by Capt Carney and Capt Cummings; so the scenario never happened.

o He has had disagreements with Capt. Cummings, but they are able to work things out (293 G&A billet reductions).

o In his opinion, regarding the shipyard wage rates, NAVSEA 07 had the upper hand. He doesn't believe the model by Mr. Booker. When the 3-star (Adm Sterner) wants to fill up Norfolk Naval Shipyard, you don't argue. Capt. Carney said he cried foul when each scenario was not able to stand alone, but that was not the decision in the wage rate model.

o BSAT asked him off the record if all workload could come to Crane would you be able to accommodate all scenarios combined. He said no, not without MILCON.

o It was his opinion that the gun work probably won't come to Crane. He felt that Scenario 12A/13A is the best bet if Louisville is to Close.

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Cejka/Colaneri
9 February 1995

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MEETING WITH CAPT. JEFF CARNEY, COMMANDING OFFICER,
NAVAL SURFACE WARFARE CENTER,CRANE, IN

o He doesn't want to see Louisville close or the flag lowered (but the CO doesn't have much CO work) because you can never get it back.

o He feels that the BRAC 95 was much better than all other BRACs.

o He doesn't feel he was given an answer then directed to support it. He believes his Higher Echelon Changes are supported.

o He doesn't agree with the latest mandate to put original pages (lined out and signed) in the final package with the changes. He felt this was coming from NAVSEA and our assist to NAVSEA IG helped push this requirement.

o On the wage rate issue - Capt Carney said he heard Capt Klem did try to fight the model. But, he only heard this, he didn't speak to Capt Klem.

o He felt Mr. Riswyck was the big player at NAVSEA. He is very intimidating, even to NSWC HQ.

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A-24.5

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
9 February 1995

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MEETING WITH CAPT. JEFF CARNEY, COMMANDING OFFICER,
NAVAL SURFACE WARFARE CENTER,CRANE, IN

CONCLUSION:

CAPT CARNEY DOES NOT AGREE WITH THE ALLEGATIONS, AND BELIEVES THAT HIS REVISIONS ARE A BETTER ESTIMATE. HE SAID HE WAS NOT DIRECTED TO CHANGE LOUISVILLE'S NUMBERS, BUT HE DID FEEL PRESSURE FROM HIGHER ECHELONS TO CHANGE SUBMISSIONS. HE DOES BELIEVE NORFOLK (OR MR. RISWYCK) IS RESPONSIBLE FOR THE LOW COSTS SUBMITTED BY NORFOLK NAVAL SHIPYARD.

IT APPEARED THAT CAPT. CARNEY WAVERED ON ALL QUESTIONS DURING OUR INTERVIEW. AT ONE TIME HE INDICATED THAT HE DID FEEL A LOT OF PRESSURE FROM HIGHER UPS TO CHANGE FIGURES. THEN HE WOULD TELL HOW HE WASN'T DIRECTED TO CHANGE NUMBERS AND HE BELIEVED IN WHAT HE CHANGED (ESPECIALLY TRS COSTS). IT IS OUR OPINION THAT HE MAY HAVE BEEN DIRECTED TO CHANGE LOUISVILLE'S FIGURES (YOU DON'T ARGUE WITH A 3-STAR).

NAVSEA IG ASSIST
D. CEJKA
13 FEB 95

Purpose: Document meeting between Mr. Ray Booker NAVSEA (07F)/D. Cejka NAVAUDSVCHQ AUD-4B 13:00 13 Feb 95 Room 1014 CP 5 Crystal City

Source: See Purpose

Scope: Industrial wage rates for scenerios moving work from Louisville to Norfolk Shipyard

Criteria: Testimonial/Documentary evidence IAW NAH

Discussion: I introducted myself and discussed the objectives of the NAVSEA IG ASSIST. Specifically, allegations that a "COMPUTER MODEL" developed for figuring FY 96/97 and outyears for Norfolk reduced from about $600 + to about $385 + was erronious and was used to push costs of the move from Louisville to Norfolk to make it more appealing. I asked Mr. Booker to discuss the "COMPUTER MODEL" and the process NAVSEA uses to determine Shipyard Industrial Wage Rates. The following response was provided by Mr. Booker:

Mr. Booker stated that the "COMPUTER MODEL" was not new, and that it has been used each year to determine the wage rates that would be submitted to NAVCOMPT, and if approved by NAVCOMPT, to OSD, and ultimately Congress for approval. Mr. Booker stated that the 14 Oct 94 NAVSEA letter (SEE W/P A-25.4) was result of process that began over 1 year earlier. He stated that the approved FY 95 Stabilized ManDay rates were established in September 1993, sent through NAVCOMPT and OSD, and approved in the Presidents budget Jan 94 (SEE W/Ps A-25.25 + N/A). Mr. Booker stated that for each FY stabilized rate, the process starts about in Apr-May when the Fleet has a scheduling conference to determine what work will go to which shipyard. Again, NAVSEA works these workload submissions during June/July and presents the final rates to NAVCOMPT in Sept (For the next FY). This process is identified in documents provided by Mr. Booker (SEE W/P A-25.25).

Mr. Booker stated that, while the 14 Oct 94 stabilized rate ltr reflects FY95-FY97, those rates in FY96-97 are only used if work started in FY95 using the FY95 rate(in the case of Norfolk -$608.32 per manday - see W/P A-25.26), and work continues in FY96 or beyond. Then the estimate to complete the job using those FY96-97 rates reflected (W/P A-25.26) would be used until the new stablized rates are approved for those years. He stated the "COMPUTER MODEL" uses those rates established upon the OSD submission. He stated that in the case of a Hull overhaul that extends past the current FY, they calculate the composite costs by multiplying current year mandays (FY95) by the FY 95 stablized rate, and adding to the next years (s) mandays X stablized rate.

Mr. Booker stated that the FY95 stabilized rate for Norfolk included an imbedded cost of $148.05 classified as "Accumulated Operating Results' (AOR) from the previous year respresenting losses that need to be made up by the following September. Mr Booker provided W/P A-25.24 which reflects that Norfolk only performed 837,355 mandays (Column 5 - "Direct MH Row calculated by taking

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the 6,698,840 Man Hoursand dividing by 8 hours per day = 837,355 Man Days). Mr. Booker stated that this was the reason for the $148.05 AOR for FY95. A-25.24

Mr. Booker stated that because of increased workload at Norfolk, the AOR for FY97 was reduced to $10.88 (SEE W/P A-25.39).

The allegations indicate that the "COMPUTER MODEL" for the scenerio to move work from Louisville to Norfolk was "Mutually Exclusive", ie - it only increased Norfolks Mandays by the 489 persons to be transferred to Norfolk. The allegations state that there is no way the Stabilized Rate for Norfolk would reduce from $600 + to $385 +. However, discussions with Mr. Booker indicate that the "COMPUTER MODEL" reflects the total scenerio, with multiple locations moving operations to Norfolk. Therefore the MODEL was based on "Mutual Inclusive", ie, based on all scenerio movements from multiple locations. (SEE W/P A-25.31 A-25.39). Mr. Booker stated that the original "Inclusive" Scenerio included Crane/Louisville, but did not include in the NAVSEA submission to BSEC (only shipyard scenerios" and that he sent the COMPUTER MODEL sheets to Mr. Grant Wright (NSWC - Code 02) for inclusion in their submission to BSEC. He did not know whether NSWC had included Crane/Louisville in their submissions. I asked him why he didn't submit with NAVSEA's. He stated that NAVSEA wanted to only submit shipyard scenerios, so his submission didn't reflect any potential savings in dollars or workyears related to Crane/Louisville, but the estimated Stablized wage rate submitted did includethe $385 manday rate (which included Crane/Louisville).

Additional comments made by Mr. Booker:

- Thought that Data Call 14 required activities to submit workload scenerios for future years, and these were used in the "COMPUTER MODEL" (W/P A-25.37) A-25.37

- Scenerios used most recent OSD submissions - FY96/97 bi-annual budgets, and were based on planned work.

- For the FY96 stablized rate submission - sent to NAVCOMPT for chop/mark, then to OSD (annual cycle) then to president FEB 6 95 (FOR FY 96 rates)

- NAVCOMPT allows 25 percent (excluding depr.) for non-labor and 30 percent labor towards overhead.

- Stated the FY 95 stablized rate for Norfolk wsa unusually high/distorted (going back to the 837,355 mandays as understated) Stated that when workload increases - rates decrease and vise versa.

- Stated that the Fleet controls the work, and the reason workload increased at Norfolk was due to more dollars current FY authorized for ship maintenance. Stated that normally the Fleet tells the shipyards what they are going to do (at the scheduling conference) and is based on expected Hull overhauls by year. Agreed that Norfolk only does Class B overhauls, not Class A overhauls, but argued that Class A overhauls would be cheaper for the weapons work because Class B Hull

overhauls stabilized rates include nuclear overhead (including nuclear engineering and radiological control) (RADCON).

- Agreed that had Louisville sent work to Norfolk in FY95, the customer would have been charged more because of the distorted stabilized FY95 rate of $608(which included the $148 AOR).

- Stated that no BRAC 95 scenerios were based on FY 95 stabilized rates.

- After showing Mr. Booker the Louisville scenerio of events (SEE W/P E 45) he verified the scenerio of events for a meeting that took place 29 DEC 1994.

- Stated that BSEC uses inflation on the COBRA model, but NAVSEA does not use inflation in outyears on the yearly. stated the year 2000 calcluations were based on work year calculations but not for financial data. Stated that at end of Dec 94, Norfolk had 7,741 personnel on board. Stated that Louisville would not have known "total scenerio" of all movements to Norfolk under the one scenerio, only their own move submission.

Conclusion:

It appears that Louisville's submission of rebuttal to NAVSEA'S "COMPUTER MODEL" utilizes the 14 Oct 94 FY 97 estimate of stabilized wage rates (W/P [illegible]) which would have still had an inbedded AOR charge from the FY95 approved rates. Also, based on discussions with Mr. Booker, Louisville thought the MODEL including Louisville was "Mutually Exclusive" whereas, according to Mr. Booker, was "Mutually Inclusive" for all activity movements to Norfolk. Louisville would not have been aware of the total scenerio, only their own piece. Therefore, it appears that the rational used by NAVSEA Code 07F in the COMPUTER MODEL has merit, and it appears the rates presented in the working papers referenced would be closer to reality than the rebuttal financial data submitted by Louisville if all scenerio movements to Norfolk materialize. However, if it ends up that Louisville is the only work that will end up at Norfolk, then the rational and the revised stablized wage rate to about $385 would be invalid, and would have to be revisited by NAVSEA for true costs of the move.

DEPARTMENT OF THE NAVY
NAVAL SEA SYSTEMS COMMAND
2531 JEFFERSON DAVIS HIGHWAY
ARLINGTON VA 22242-5160

IN REPLY REFER TO
5310
Ser 07F/122

BUSINESS SENSITIVE

14 OCT 1994

From: Commander, Naval Sea Systems Command

Subj: FY 95 STABILIZED MANDAY RATES AT NAVAL SHIPYARDS

Ref: (a) NAVCOMPT ltr of 29 Sep 94

Encl: (1) Program Hull Rates for Repairs and Alterations at Naval Shipyards
(2) Stabilized Manday Rates for Other Than Program Hulls
(3) FY 95 Basic Program and RA/TA Rates at Naval Shipyards

1. Enclosure (1) provides final Stabilized manday rates for the FY 95 Fleet Maintenance and Modernization Programs. The alteration rates apply to all alterations including nuclear and ordnance. Enclosure (2) provides stabilized manday rates for "Other Than Program Hull Work." Enclosure (3) provides basic program rates for the FY 95 program. These rates support the FY 95 President's Budget Submission and were approved by NAVCOMPT by reference (a).

3. All Naval Shipyards are to ensure that the enclosed rates are applied. Specific authority to establish additional rates must be authorized by NAVSEA. Requests for new rates are to be submitted to SEA 07F1A for review prior to NAVSEA approval.

M. C. HAMMES
By direction

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A-23.4

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: PTSMH

TYPE OF WORK: REMOTE

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
TREPANG	SSN	674	95	10/03/94	12/02/94	DSRA	$520.08
GRAYLING	SSN	646	95	01/09/95	03/10/95	DSRA	$520.08
ASHEVILLE	SSN	758	95	03/08/95	05/08/95	DSRA	$520.08
LA JOLLA	SSN	701	95	05/01/95	07/01/95	DSRA	$520.08
BOSTON	SSN	703	95	06/15/95	08/15/95	DSRA	$520.08
SALT LAKE CITY	SSN	716	95	06/25/95	08/25/95	DSRA	$520.08
JEFFERSON CITY	SSN	759	95	08/16/95	10/16/95	DSRA	$521.12

ENCLOSURE(1)

A-25.5

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: PTSMH

YPE OF WORK: NAVSEA

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
OMAHA	SSN	692	95	10/03/94	10/01/96	ZZ-IA	$617.84

ENCLOSURE(1)

A-25.6

FY 95 BUDGET HULL RATES

AVAL SHIPYARD: LBEACH

PE OF WORK: REP

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
J MOORE	FFG	19	95	10/10/94	12/09/95	SRA	$585.60
P FOSTER	DD	964	95	11/28/94	07/28/95	ROH	$585.60
ANTIETAM	CG	54	95	01/09/95	09/15/94	ROH	$585.60
GEORGE PHILIP	FFG	12	95	01/23/95	04/28/95	DSRA	$585.60
KINKAID	DD	965	95	05/08/95	05/10/96	ROH	$592.72
DUNCAN	FFG	10	95	06/05/95	09/08/95	DSRA	$585.60
STEADFAST	AFDM	14	95	06/05/95	12/01/95	SCO	$590.96
SIDES	FFG	14	95	08/07/95	10/06/95	SRA	$586.56
TISDALE	FFG	27	95	08/21/95	10/14/95	SRA	$587.84

A-257

ENCLOSURE(1)

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: LBEACH

TYPE OF WORK: ALTS

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
P FOSTER	DD	964	95	11/28/94	07/28/95	ROH	$570.16
ANTIETAM	CG	54	95	01/09/95	09/15/94	ROH	$570.16
GEORGE PHILIP	FFG	12	95	01/23/95	04/28/95	DSRA	$570.16
KINKAID	DD	965	95	05/08/95	05/10/96	ROH	$577.20
DUNCAN	FFG	10	95	06/05/95	09/08/95	DSRA	$570.16
SIDES	FFG	14	95	08/07/95	10/06/95	SRA	$570.72
TISDALE	FFG	27	95	08/21/95	10/14/95	SRA	$571.84

95 CON-HULL RATES

ENCLOSURE(1)

A-2555

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: NORVA

TYPE OF WORK: REP

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
CANOPUS	AS	34	95	11/01/94	03/01/95	DPMA	$608.32
WASHINGTON	CVN	73	95	01/05/95	04/13/95	SRA	$608.32
FRANK CABLE	AS	40	95	02/01/95	06/01/95	DPMA	$608.32
MT WHITNEY	LCC	20	95	02/13/95	05/19/95	PMA	$608.32
NASSAU	LHA	4	95	03/13/95	07/07/95	SRA	$608.32
NARWAHL	SSN	671	95	04/05/95	06/05/95	DSRA	$608.32
TICONDEROGA	CG	47	95	09/11/95	11/17/95	SRA	$615.44

FY 95 BUDGET HULL RATES

VAL SHIPYARD: NORVA

PE OF WORK: ALTS

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
CANOPUS	AS	34	95	11/01/94	03/01/95	DPMA	$624.48
WASHINGTON	CVN	73	95	01/05/95	04/13/95	SRA	$624.48
FRANK CABLE	AS	40	95	02/01/95	06/01/95	DPMA	$624.48
MT WHITNEY	LCC	20	95	02/13/95	05/19/95	PMA	$624.48
NASSAU	LHA	4	95	03/13/95	07/07/95	SRA	$624.48
NARWAHL	SSN	671	95	04/05/95	06/05/95	DSRA	$624.48
TICONDEROGA	CG	47	95	09/11/95	11/17/95	SRA	$631.84

ENCLOSURE(1)

A-25.10

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: NORVA

TYPE OF WORK: NAVSEA

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
CINNCINNATI	SSN	693	95	10/01/94	10/01/95	ZZ-IA	$690.24

ENCLOSURE( )

A-25.11

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: PEARL

PE OF WORK: REP

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
BIRMINGHAM	SSN	695	95	11/12/94	01/22/95	SRA	$739.60
BREMERTON	SSN	698	95	01/04/95	03/05/95	SRA	$739.60
LOUISVILLE	SSN	724	95	02/01/95	01/15/96	DMP	$741.76
PINTADO	SSN	672	95	02/24/95	04/25/95	SRA	$739.60
JARRETT	FFG	33	95	03/20/95	06/23/95	DSRA	$739.60
CHOSIN	CG	65	95	03/27/95	06/23/95	DSRA	$739.60
HAWKBILL	SSN	666	95	04/17/95	06/16/95	SRA	$739.60
INGERSOLL	DD	990	95	06/05/95	08/04/95	SRA	$739.60
CAVALLA	SSN	684	95	06/09/95	08/08/95	SRA	$739.60
INGRAHAM	FFG	61	95	08/07/95	11/10/95	DSRA	$742.72
BUFFALO	SSN	715	95	08/25/95	10/24/95	SRA	$743.12
LAKE ERIE	CG	70	95	09/10/95	11/15/95	SRA	$744.88

ENCLOSURE(1)

A-25-12

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: PEARL

TYPE OF WORK: ALTS

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
BIRMINGHAM	SSN	695	95	11/12/94	01/22/95	SRA	$803.28
BREMERTON	SSN	698	95	01/04/95	03/05/95	SRA	$803.28
LOUISVILLE	SSN	724	95	02/01/95	01/15/96	DMP	$805.68
JARRETT	FFG	33	95	03/20/95	06/23/95	DSRA	$803.28
CHOSIN	CG	65	95	03/27/95	06/23/95	DSRA	$803.28
HAWKBILL	SSN	666	95	04/17/95	06/16/95	SRA	$803.28
INGERSOLL	DD	990	95	06/05/95	08/04/95	SRA	$803.28
CAVALLA	SSN	684	95	06/09/95	08/08/95	SRA	$803.28
INGRAHAM	FFG	61	95	08/07/95	11/10/95	DSRA	$803.28
BUFFALO	SSN	715	95	08/25/95	10/24/95	SRA	$807.44
LAKE ERIE	CG	70	95	09/10/95	11/15/95	SRA	$809.36

A-25-13

95 CON-HULL RATES
ENCLOSURE(1)

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: PEARL

PE OF WORK: NAVSEA

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
DRUM	SSN	677	95	06/06/95	06/06/96	ZZ-IA	$876.24

A-25-14

ENCLOSURE(1)

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: PUGET

TYPE OF WORK: REP

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
MICHIGAN	SSBN	727	95	10/01/94	09/16/95	ROH	$562.24
ABRAHAM LINCOLN	CVN	72	95	11/01/94	10/23/95	DSRA	$562.24
PORTSMOUTH	SSN	707	95	01/07/95	03/15/95	DSRA	$562.24
VINSON	CVN	70	95	01/16/95	04/15/95	SRA	$562.24
CALIFORNIA	CGN	36	95	03/06/95	06/07/95	SRA	$562.24
ARKANSAS	CGN	41	95	05/02/95	10/12/95	DSRA	$562.88

A-25-15

95 CON-HULL RATES

ENCLOSURE(1)

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: PUGET

TYPE OF WORK: ALTS

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
MICHIGAN	SSBN	727	95	10/01/94	09/16/95	ROH	$573.36
ABRAHAM LINCOLN	CVN	72	95	11/01/94	10/23/95	DSRA	$580.80
PORTSMOUTH	SSN	707	95	01/07/95	03/15/95	DSRA	$573.36
VINSON	CVN	70	95	01/16/95	04/15/95	SRA	$573.36
PARCHE	SSN	683	95	03/15/95	05/15/95	DSRA	$573.36
ARKANSAS	CGN	41	95	05/02/95	10/12/95	DSRA	$574.08

A-25-16

ENCLOSURE( )

FY 95 BUDGET HULL RATES

NAVAL SHIPYARD: PUGET

TYPE OF WORK: NAVSEA

SHIP NAME	H-TYPE	HULL #	FY	AVAIL. START	AVAIL. END	AVAIL. TYPE	LOH RATE
F SCOTT KEY	SSBN	657	95	10/01/94	09/30/95	ZZ-IA	$520.72
M. G. VALLEJO	SSBN	658	95	10/01/94	12/20/95	ZZ-IAC	$521.04
TRUXTUN	CGN	35	95	10/01/94	02/01/96	ZZ-IA	$521.84
HOLLAND	AS	32	95	01/03/95	01/03/96	ZZ-IA	$522.72
B. FRANKLIN	SSBN	640	95	08/08/95	04/30/96	ZZ-RMCSR	$497.44
SEADRAGON	SSN	584	95	08/08/95	04/30/96	ZZ-RCSR	$497.28
SWORDFISH	SSN	579	95	08/08/95	04/30/96	ZZ-RCSR	$497.28
TULLIBEE	SSN	597	95	08/08/95	04/30/96	ZZ-RC	$497.28
GATO	SSN	615	95	09/28/95	01/23/97	ZZ-IAC	$529.52
SEAHORSE	SSN	669	95	09/28/95	02/27/97	ZZ-IAC	$529.68
WHALE	SSN	638	95	09/28/95	02/27/97	ZZ-IA	$529.60
GURNARD	SSN	662	95	10/01/94	08/01/95	ZZ-IAC	$520.72
PARGO	SSN	650	95	10/01/94	10/02/95	ZZ-IAC	$520.72
HAMMERHEAD	SSN	663	95	10/01/94	12/20/95	ZZ-IAC	$522.16

ENCLOSURE(1)

A-25-17

FY 1995 STABILIZED MANDAY RATES FOR OTHER THAN PROGRAM HULLS

PORTSMOUTH NSY

TYPE OF WORK	Labor/ Overhead	AOR & JLSC Surcharges	Approved Rate
OTHER SHIPWORK			
DSA DESIGN SERVICES	382.65	145.83	528.48
REFIT/RESTORATION			
PROPELLERS	525.37	145.83	671.20
SHAFTS	545.13	145.83	690.96
PUMPS (w/QFM)	485.37	145.83	631.20
RADAR ANTENNA RESTORATION	471.37	145.83	617.20
SONAR 2F COG MATERIAL	419.77	145.83	565.60
SONAR ALL OTHER	417.45	145.83	563.28
SPEC PURPOSE REFIT/RESTORATION	437.53	145.83	583.36
OTHER PRODUCTIVE WORK			
PUBLIC WORKS	304.65	145.83	450.48
FAMILY HOUSING	288.97	145.83	434.80
OTHER PRODUCTS &SERVICES	468.01	145.83	613.84
ADMINISTRATIVE SERVICES	290.49	145.83	436.32
SERVICE CRAFT MAINTENANCE	355.77	145.83	501.60
COMPTROLLER SERVICES	280.49	145.83	426.32
SUPPORT SERVICE WIDE SUPPLY	240.01	145.83	385.84
TYPE I SUPPLY	294.25	145.83	440.08
LEVEL I INSPECTION	349.21	145.83	495.04
MSSD	413.93	145.83	559.76
CALIBRATION SERVICES	335.13	145.83	480.96
CALIBRATION/RPR OF RADIAC	453.61	145.83	599.44
REINSPEC OF NUC MAT'L (SPCC)	395.29	145.83	541.12
ASWOC MODULE	456.89	145.83	602.72
WORKLOAD LEVELING SHOP	276.09	145.83	421.92
GEAR BOXES	445.29	145.83	591.12
ROTORS	428.73	145.83	574.56
RA/TA			
TIGER TEAM	539.85	145.83	685.68
DEEP SUBMERGENCE VECHICLE	458.89	145.83	604.72
SURFACE CRAFT TIGER TEAM	375.45	145.83	521.28
OFF-SITE SUBMARINE RA/TA	472.17	145.83	618.00
OFF-SITE SURFACE CRAFT RA/TA	307.77	145.83	453.60
NON-EMERGENT SUBMARINE TIGER TEAM	455.93	145.83	601.76
NON-EMERGENT SURFACE CRAFT TIGER TEAM	291.53	145.83	437.36

A-25-18

FY 1995 STABILIZED MANDAY RATES FOR OTHER THAN PROGRAM HULLS

CHARLESTON NSY

TYPE OF WORK	Labor/ Overhead	AOR & JLSC Surcharges	Approved Rate
SCN	292.22	78.74	370.96
OTHER SHIPWORK			
TIGER TEAM	243.98	78.74	322.72
MISC. OTHER SHIPWORK	227.10	78.74	305.84
SGC/SGI	340.62	78.74	419.36
REFIT/RESTORATION			
CALIBRATION-X67	237.42	78.74	316.16
CALIBRATION-C/137	246.22	78.74	324.96
REFIT-PROPS & GAGES	241.18	78.74	319.92
REFIT-SHAFTS	254.14	78.74	332.88
REFIT-PUMPS	247.66	78.74	326.40
REFIT-MISC	272.38	78.74	351.12
REFIT-NUCLEAR SX	245.10	78.74	323.84
OTHER PRODUCTIVE WORK			
NON-SHIPWORK MFG OTHER THAN SHOP 06	207.02	78.74	285.76
DESIGN SERVICES ALLOCATION	257.18	78.74	335.92
OFFICE EQUIP. REPAIR/MFG BY SHOP 06	226.78	78.74	305.52
WORK CENTER 49	218.06	78.74	296.80
LEGAL OFFICE	238.14	78.74	316.88
MOORED TRAINING SHIP SUPPORT	390.46	78.74	469.20
MISCELLANEOUS NONSHIPWORK	372.54	78.74	451.28
TRAINING CENTERS	287.90	78.74	366.64
DISPOSAL OF FLEET HAZARDOUS WASTE	239.10	78.74	317.84
SUBSAFE CERTIFICATION	312.38	78.74	391.12
ADDITIONS AND IMPROVEMENTS TO PLANT	219.58	78.74	298.32
INTER-ACTIVITY SUPPORT (NON PWLA)	221.10	78.74	299.84
INTER-ACTIVITY SUPPORT (PWLA)	239.82	78.74	318.56
SUPPORT OF TENANTS AND SATELLITES	290.46	78.74	369.20
FAMILY HOUSING	216.30	78.74	295.04
FLEET AND FAMILY SUPPORT	207.26	78.74	286.00
RA/TA	326.86	78.74	405.60

Enclosure (2)

A-25.19

FY1995 STABILIZED MANDAY RATES FOR OTHER THAN PROGRAM HULLS

MARE ISLAND NSY

TYPE OR WORK	Labor/ Overhead	AOR & JLSC Surcharges	Approved Rate
REFIT/RESTORATION			
PROPELLERS/SHAFTS	624.10	92.22	716.32
ELECTRONICS/RADAR ANTENNA RESTOR	471.30	92.22	563.52
HM&E (REFIT & RESTORATION)	592.18	92.22	684.40
SPECIAL PURP REFIT/RESTORATION	579.22	92.22	671.44
OTHER PRODUCTIVE WORK			
CALIBRATION OF ELECTRONIC TEST EQUIP	547.54	92.22	639.76
CALIBRATION/RPR-RADIAC	550.82	92.22	643.04
R&D (NON-SHIPWORK)	432.82	92.22	525.04
ADDITIONS & IMPROVEMENTS TO PLANT	449.22	92.22	541.44
SUPPORT OF TENANTS & SATELLITES	454.74	92.22	546.96
OTHER PRODUCTS & SERVICES	441.06	92.22	533.28
PUBLIC WORKS (RECURR MAINT)	471.86	92.22	564.08
QUALITY OF LIFE	74.82	92.22	167.04
OTHER BASE SERVICES	234.82	92.22	327.04
IR/COMP	347.78	92.22	440.00
ASBESTOS SURVEY/ABATEMENT	347.78	92.22	440.00
ASBESTOS - OFF YARD	347.78	92.22	440.00

A-25.20

FY 1995 STABILIZED MANDAY RATES FOR OTHER THAN PROGRAM HULLS

PUGET SOUND NSY

TYPE OF WORK	Labor/ Overhead	AOR & JLSC Surcharges	Approved Rate
SCN			
SCN FUNDED SHIPWORK	417.22	153.58	570.80
OTHER SHIPWORK			
OTHER REFIT/REST (SPECIFIC SHIP)	461.14	153.58	614.72
OTHER REFIT/REST (OTHER)	438.90	153.58	592.48
AERONAUTICS (CATAPULTES)	393.94	153.58	547.52
AERONAUTICS (ARRESTING GEAR)	391.70	153.58	545.28
R&D SHIPWORK	410.90	153.58	564.48
DSA DESIGN	294.10	153.58	447.68
BOSTON PLANNING YARD	268.50	153.58	422.08
OCEAN ENGINEERS	548.74	153.58	702.32
1212 SPECIAL (OTHER)	391.78	153.58	545.36
REFIT/RESTORATION			
OR&R-DESIGN	411.06	153.58	564.64
OR&R-TDD TASKS	477.46	153.58	631.04
OR&R-SMARSE DIRECT	291.46	153.58	445.04
OR&R-SMARSE INDIRECT	408.58	153.58	562.16
OR&R-STEAM GEN CLEAN	571.22	153.58	724.80
OVHL/RESTOR-RADIAC	363.38	153.58	516.96
CAL OF ELECT TEST	374.26	153.58	527.84
CAL/RPR RADIAC	392.42	153.58	546.00
ACT COORD RADIAC	438.66	153.58	592.24
SPECIAL CANNIBILIZATION	362.34	153.58	515.92
OVHL, RPR, RENOVATE	381.38	153.58	534.96
MAINT. INACTIVE SUBS	271.22	153.58	424.80
MISC OTHER SHIPWORK (O&M,N)	273.06	153.58	426.64
CONSTRT/CONVERSION	282.18	153.58	435.76
ALT/MODIFICATION	345.78	153.58	499.36
MISC OTHER SHIPWORK (OPN)	333.06	153.58	486.64
RPR MATL IN STORE	381.62	153.58	535.20
RPR MATL (CANNIBAL)	383.46	153.58	537.04
SPEC PURPOSE REFIT/REST	392.74	153.58	546.32
OTHER PRODUCTIVE WORK			
FAMILY HOUSING	196.58	153.58	350.16
RESEARCH/DEVELOP	283.14	153.58	436.72
OTHER PROD/SERVICES	293.94	153.58	447.52
MISC NON-SHIP WORK	278.90	153.58	432.48
ADD/IMPROVE TO PLANT	236.02	153.58	389.60

Enclosure (2)

A-25-21

FY 1995 STABILIZED MANDAY RATES FOR OTHER THAN PROGAM HULLS

PUGET SOUND NSY

ADD/IMPROVE TO PLANT (NEW EQUIP)	252.82	153.58	406.40
ADD IMPROVE TO PROD	279.94	153.58	433.52
ADD IMPROVE TO PROD (NEW EQUIP)	209.86	153.58	363.44
PRODUCTIVE SERVICES	275.94	153.58	429.52
OTHER SERVICES	157.86	153.58	311.44
SERVICE CRAFT MAINT	248.66	153.58	402.24
PW SERVICES	213.22	153.58	366.80
PUBLIC WORKS (PRODUCTION)	252.58	153.58	406.16
PUBLIC WORKS (SHOP 02,03,07)	244.98	153.58	398.56
PUBLIC WORKS (P & E)	243.30	153.58	396.88
SUPPORT TENANTS	284.74	153.58	438.32
SUPPORT SATELLITIES	289.62	153.58	443.20
RA/TA			
RA/TA NUCLEAR	422.58	153.58	576.16
RA /TA NON-NUCLEAR	383.30	153.58	536.88
TIGER TEAM (TYCOM)	404.74	153.58	558.32
TIGER TEAM (OTHER)	428.34	153.58	581.92
SEOC	374.10	153.58	527.68

Enclosure (2)

A-25-22

FY 1995 STABILIZED MANDAY RATES FOR OTHER THAN PROGRAM HULLS

PEARL HARBOR NSY

TYPE OF WORK	Labor/ Overhead	AOR & JLSC Surcharges	Approved Rate
SCN	607.48	179.64	787.12
OTHER SHIPWORK			
MULTIPLE SHIP PLANNING TEAM	459.40	179.64	639.04
TIGER TEAM	541.64	179.64	721.28
SHIP W/O AVAILABILITY	608.04	179.64	787.68
DIRECT DESIGN WORK	526.20	179.64	705.84
R&D TASKS (LESS SHIP AVAIL)	530.76	179.64	710.40
MISC. OTHER SHIPWORK	555.56	179.64	735.20
DSA DESIGN SERVICES	451.40	179.64	631.04
REFIT/RESTORATION			
PROPELLERS & GAGES	564.36	179.64	744.00
SHAFTS	560.60	179.64	740.24
MISCELLANEOUS	558.44	179.64	738.08
REPAIR TO MATERIAL IN STORE	573.88	179.64	753.52
OTHER PRODUCTIVE WORK			
CALIB-REPAIR	600.12	179.64	779.76
CALIB-REPAIR/RADIAC/STDS/TE	351.72	179.64	531.36
ELECTRONIC - X66	255.24	179.64	434.88
SPECIAL PURPOSE R&R	440.44	179.64	620.08
R&D (Non-Shipwork)	586.92	179.64	766.56
ADDITIONS/IMPROVEMENTS TO PLANT	506.52	179.64	686.16
OTHER PRODUCTS & SERVICES	610.36	179.64	790.00
IRSO (DPO)	233.24	179.64	412.88
INSTRUCTIONAL DESIGN CENTER	222.76	179.64	402.40
WORKLOAD LEVELING WC - X55	431.64	179.64	611.28
QA-OIL ANALYSIS	472.04	179.64	651.68
MINOR WORK/SERVICES	330.92	179.64	510.56
SUPPORT OF TENANTS & SATELLITES	515.16	179.64	694.80
DESIGN ENGINEERING SERVICES	371.48	179.64	551.12
ADMINISTRATIVE SERVICES	325.88	179.64	505.52
COMBAT ENGINEERING SERVICES	513.48	179.64	693.12
NUCLEAR ENGINEERING SERVICES	949.00	179.64	1,128.64
QA LABORATORY SERVICES	539.80	179.64	719.44
FEDERAL EXECUTIVE BOARD	270.76	179.64	450.40
OTHER	380.68	179.64	560.32
RA/TA	626.76	179.64	806.40

Enclosure (2)

FY1995 STABILIZED MANDAY RATES FOR OTHER THAN PROGRAM HULLS

NORFOLK NSY

TYPE OR WORK	Labor/ Overhead	AOR & JLSC Surcharges	Approved Rates
OTHER SHIPWORK			
TIGER TEAM	424.03	148.05	572.08
TIGER TEAM - AIT	396.83	148.05	544.88
SHIP W/O AVAIL	422.43	148.05	570.48
SHIP AVAIL Q. A. ANAL	747.23	148.05	895.28
R,T,D & E	428.35	148.05	576.40
DSA-DESIGN SERVICES	402.03	148.05	550.08
MISC. OTHER SHIPWORK	382.75	148.05	530.80
MFG FOR OTHER THAN DMI	381.55	148.05	529.60
SPECIAL PURP DESIGN SERV	454.67	148.05	602.72
REFIT/RESTORATION			
SHAFTS	480.91	148.05	628.96
PUMPS	400.43	148.05	548.48
DIESEL ENGINES	446.51	148.05	594.56
ELECTRONIC & ELEC	386.67	148.05	534.72
REPAIRABLE REWORK CENTER	376.51	148.05	524.56
SMALL CRAFT REHAB & RESTR	466.51	148.05	614.56
RADIAC	453.63	148.05	601.68
CRYPTO WORK	466.99	148.05	615.04
OTHER PRODUCTIVE WORK			
SPECIAL PURPOSE NUCLEAR	530.03	148.05	678.08
OTHER PRODUCTS & SERVICES	500.99	148.05	649.04
CANNIBILIZATION	437.39	148.05	585.44
QUALITY ASSURANCE/CALIB/TESTING	872.59	148.05	1,020.64
CRANE CENTER	337.71	148.05	485.76
PESO	382.75	148.05	530.80
MILITARY SUPPORT SERVICES	295.31	148.05	443.36
SERVICE CRAFT	498.19	148.05	646.24
FIREFIGHTERS	245.79	148.05	393.84
PUB WKS RECURR MAINT & REP	452.99	148.05	601.04
SUPPORT OF TENANTS & SAT	354.27	148.05	502.32
MULTIPLE SHIP PLANNING TEAM	226.11	148.05	374.16
IMANPY	334.03	148.05	482.08
NSEPY	293.39	148.05	441.44
MIXED MATERIAL	385.07	148.05	533.12
RA/TA	466.83	148.05	614.88

Enclosure (2)

A-23.24

FY 1995 STABILIZED MANDAY RATES FOR OTHER THAN PROGRAM HULLS

LONG BEACH NSY

TYPE OF WORK	Labor/ Overhead	AOR & JLSC Surcharges	Approved Rate
SCN			
SCN FUNDED WORK	483.08	61.96	545.04
OTHER SHIPWORK			
DESIGN-FFG-EPY	390.60	61.96	452.56
FOR SHIPYARD AVAIL/PERA FUNDED (POT&I/SARP)	507.96	61.96	569.92
DESIGN	541.96	61.96	603.92
REFIT/RESTORATION			
DEGAUSSING & MINE	463.00	61.96	524.96
SCANNER EQUIP NAVSEA	467.96	61.96	529.92
PROPELLERS & GAUGES & SHAFTS	465.80	61.96	527.76
4TH GEN SHT-HAULING	465.40	61.96	527.36
ENGINES (NAVSEA)	479.24	61.96	541.20
DIESEL ENGINE 2S (NAVY)	494.04	61.96	556.00
ALCO TURBOCHARGES	500.12	61.96	562.08
WINCHES, HOISTS & CRANES	486.04	61.96	548.00
POWER & HYD PUMP	498.44	61.96	560.40
PUMP UNIT	468.52	61.96	530.48
VALVES, POWERED (SPCC)	491.16	61.96	553.12
RADIO, TV, COMM, INTERCOM & PA	467.72	61.96	529.68
RADAR EQUIPMENT (SPCC)	459.24	61.96	521.20
RADAR EQUIPMENT (NAVSEA)	457.16	61.96	519.12
RADAR SWITCHBOARD	470.12	61.96	532.08
UNDERWATER SOUND EQUIP	475.64	61.96	537.60
MISC COMM EQUIP	459.72	61.96	521.68
ANTENNAS WAVEGUIDES	459.56	61.96	521.52
(SPCC) (NAVSEA)	469.96	61.96	531.92
MISC. ELECT. COMP.	456.68	61.96	518.64
MOTORS, ELECTRICAL	469.64	61.96	531.60
ELECT. CONTROL EQUIP & GENERATORS	467.56	61.96	529.52
CONNECTORS, ELECT	464.20	61.96	526.16
RECTIFYING EQUIPMENT	465.96	61.96	527.92
SHIPBOARD ALARM & SIGNAL SYSTEM	474.44	61.96	536.40
NAVIGATIONAL EQUIP	467.72	61.96	529.68
ELECTRO & ELECTRONICS	499.00	61.96	560.96
PRESSURE, TEMPERATURE (SPCC)	501.88	61.96	563.84
CIRCUIT CARD	462.84	61.96	524.80
MISCELLANEOUS	473.32	61.96	535.28

570

93%

521

93

A-25-25

FY 1995 STABILIZED MANDAY RATES FOR OTHER THAN PROGRAM HULLS

LONG BEACH NSY

OTHER PRODUCTIVE WORK

CALIB. OF ELECTRONIC TEST EQUIP	501.40	61.96	563.36
CALIB./REPAIR OF STANDARDS	554.92	61.96	616.88
FAMILY HOUSING	433.48	61.96	495.44
RDT&EN-SHIP SUPPORT	467.96	61.96	529.92
OTHER PRODUCTS & SERVICES	489.32	61.96	551.28
PUBLIC WORK SERVICES	438.76	61.96	500.72
MILITARY SUPPORT PRODUCTION	399.16	61.96	461.12
MILITARY SUPPORT PUBLIC WORKS	361.08	61.96	423.04
MILITARY SUPPORT G & A	366.76	61.96	428.72

RA/TA

RA/TA	523.64	61.96	585.60
OTHER DEFENSE /GOV'T DEPTS	565.24	61.96	627.20
ORDNANCE ALTERATIONS	567.08	61.96	629.04
ORDNANCE-RSSI/AMMO	564.52	61.96	626.48
TIGER TEAM EFFORT	564.52	61.96	626.48
SHIPWORK RDT&EN	563.24	61.96	625.20
SHIPS WITHOUT AVAILABILITIES-ALTS	566.12	61.96	628.08
SHIPS WITHOUT AVAILABILITES-REPAIRS	564.28	61.96	626.24

A-25.26.

FY 1995 STABILIZED MANDAY RATES FOR OTHER THAN PROGRAM HULLS

PHILADELPHIA NSY

TYPE OF WORK	Labor/ Overhead	AOR & JLSC Surcharges	Approved Rates
OTHER SHIPWORK			
R&D TASK	365.56	82.60	448.16
DSA DESIGN SERVICES	358.76	82.60	441.36
ADVANCE PLANNING	379.56	82.60	462.16
TIGER TEAM	357.64	82.60	440.24
PROPELLER CASTS NI AL BR	358.20	82.60	440.80
CASTING CU IN	357.80	82.60	440.40
WINCH PROGRAM	361.32	82.60	443.92
DESIGN DAMAGE CONTROL	357.56	82.60	440.16
REFIT/RESTORATION			
PROPELLERS & GAGES	403.08	82.60	485.68
REPAIR MTL IN STORE	396.68	82.60	479.28
NAVTAC DATA	391.72	82.60	474.32
SONAR	391.72	82.60	474.32
RADAR ANTENNA RESTORE	393.16	82.60	475.76
CALIBRATION (CRYPTO)	406.28	82.60	488.88
OTHER PRODUCTIVE WORK			
ADDS/IMPROVE TO PLANT	352.04	82.60	434.64
SUPPORT OF TENANTS	242.28	82.60	324.88
INDUSTRIAL TEST LAB	386.84	82.60	469.44
NON-NUCLEAR INSP	387.48	82.60	470.08
NON-DEST TEST DIV	387.16	82.60	469.76
OTHER PRODS & SERVICES	362.52	82.60	445.12
NON-INDUST PROD WORK	319.72	82.60	402.32
ELECTRONIC TEST EQUIP	383.56	82.60	466.16
POLICE SECURITY	254.76	82.60	337.36
SERVICE CRAFT MAINT	357.08	82.60	439.68
BERTHING SERVICES	356.76	82.60	439.36
SHIP FORCES MTL	272.68	82.60	355.28
INACTIVE PATTERNS	350.20	82.60	432.80
PW MAINT RECURR/NON-RECURR	283.40	82.60	366.00
DDRA SUPPLY SERVICES	225.24	82.60	307.84
PROD SHOP SERVICES SUPPLY	354.68	82.60	437.28
NSC DETACHMENT-SUPPLY	240.68	82.60	323.28
NAVSHIPSO	312.36	82.60	394.96
PW TRANSPORTATION	279.72	82.60	362.32
PW GENERAL ENGINEERING	277.40	82.60	360.00
RA/TA	438.52	82.60	521.12

Enclosure (2)

FY 95 BASIC PROGRAM RATES

FY 1995	PTSMH	PHILA	NORVA	CHASN	LBECH	MARE	PUGET	PEARL
REPAIRS								
FY 1995	621.60	463.68	608.32	398.56	585.60	664.16	562.24	739.60
FY 1996	632.64	472.08	619.36	405.92	598.16	678.00	571.68	752.56
FY 1997	645.28	481.84	631.84	414.40	612.32	693.60	582.40	767.36
ALTERATIONS								
FY 1995	617.28	463.68	624.48	382.72	570.16	675.20	573.44	803.28
FY 1996	628.32	472.08	635.92	389.76	582.32	689.36	583.12	817.84
FY 1997	640.80	481.84	648.88	397.76	596.08	705.28	594.16	834.48
INACTIVATIONS								
FY 1995								
INAC/RCD/RCYC	617.76		690.16		589.04	652.96	520.72	868.80
RCD/MCD/RCYC							491.12	
RCYC							447.68	
FY 1996								
INAC/RCD/RCYC			703.04			666.56	529.12	884.96
RCD/MCD/RCYC							498.80	
RCYC							454.32	
FY 1997								
INAC/RCD/RCYC			717.68			681.84	538.80	903.28
RCD/MCD/RCYC							507.60	
RCYC							462.00	
OFF-SITE								
FY 1995								
REPAIRS	520.08		546.72		544.24			
ALTS	520.08		546.72		544.24			
FY 1996								
REPAIRS	528.56							
ALTS	528.56							
FY 1997								
REPAIRS	538.40							
ALTS	538.40							
RA/TA								
FY 1995	626.16	521.12	614.88	405.60	602.48	663.60	558.08	836.48

Enclosure (3)

A-25-28

Column	1	2	3	4	5	6	7	8	9	10	11	12	13
	FY 1994 PRESIDENT'S	JUNE SHIP. SUB	ACTUAL EXE.		FY 1995 PRESIDENT'S (JAN 94 SUB)	SHIPYARD SUBMIT	OSD SUBMIT	ACTUAL YTD DEC.=.243	PER CENT	CURRENT SHIP. EST.		FY 96 SHIPYARD SUBMIT	OSD SUBMIT
REVENUE	634,437	639,320	694,316		570,913	765,208	746,683	-24,126				850,877	676,508
DIRECT COST	387,204	426,272	426,453		280,588	397,034	388,062	84,994	21.90%			471,663	426,417
DIR. LABOR	227,315	271,024	253,887		173,032	240,018	234,127	55,769	23.82%			272,526	249,473
DIR OTHER	159,889	155,248	172,566		107,556	157,016	153,935	29,225	18.99%	0		199,137	176,944
PROD OH	131,868	126,014	144,559		89,501	122,050	116,993	35,146	30.04%			138,712	132,645
PROD. LABOR	89,912	96,034	111,057		67,535	89,775	89,151	25,478	28.58%			103,304	98,792
PROD NON LAB	41,956	29,980	33,502		21,966	32,275	27,842	9,668	34.72%	0		35,408	33,853
G&A OH	137,588	135,914	136,021		124,797	145,627	119,388	30,135	25.24%			148,885	104,038
G&A LABOR	44,377	47,487	47,869		43,409	48,006	47,560	11,509	24.20%			51,520	51,238
G&A NON LAB	93,211	88,427	88,152		81,388	97,621	71,828	18,626	25.93%	0		97,365	52,800
TOTAL OVER.	269,456	261,928	280,580		214,298	267,677	236,381	65,281	27.62%	0		287,597	236,683
OH LABOR	134,289	143,521	158,926		110,944	137,781	136,711	36,987	27.05%	0		154,824	150,030
OH NONLABOR	135,167	118,407	121,654		103,354	129,896	99,670	28,294	28.39%	0		132,773	86,653
NOR	-22,223	-48,880	-12,526		76,027	100,497	122,240	15,957				91,617	10,408
CHANGE IN AOI	29,940	15,836	-13,162		66,777	88,379	110,122	15,890				77,236	-3,973
AOR	-65,254	-79,358	-108,357		1,523	9,022	30,765	-92,467				86,258	26,792
PERSONNEL													
END OF YEAR	6,597	7,732	7,671		5,409	8,834	8,561	7,797				9,388	8,712
CIVILIAN	6,523	7,667	7,563		5,338	8,763	8,490	7,690				9,317	8,641
MILITARY	74	65	108		71	71	71	107				71	71
FTE					6,014	7,872	7,630	7,741				8,976	8,305
DIIRECT MH	9,759,050	9,917,512	9,684,280		6,698,840	9,329,336	9,146,248	2,208,798	24.15%			10,544,680	9,677,424
DIRECT ST	8,682,072	8,391,432	7,651,393		5,926,512	8,125,336	7,965,888	1,683,476	21.13%			9,285,664	8,539,128
DIRECT OT	1,076,978	1,526,080	2,032,887		772,328	1,204,000	1,180,360	525,322	44.51%			1,259,016	1,138,296
DIR. OT RATE	12.40%	18.19%	26.57%		13.03%	14.82%	14.82%	31.20%				13.56%	13.33%
RATE PER MD	407.23	429.91	441.51		462.56	435.35	411.54	438.43				424.95	401.89
DIRECT LABOR	186.34	218.62	209.73		206.64	205.82	204.79	201.99				206.76	206.23
OVRHEAD	220.89	211.29	231.78		255.92	229.54	206.76	236.44				218.19	195.66

R R

1) 1/8 GETIK APRIL 93 Timeframe | Prior June 5-1-93 | Recent Sept 94. During SEPT 94

NOTES TAKEN DURING BROKER MTG 2/13/95

R

cc:Mail for: booker_ray_e

Subject: STABILIZED RATES
From: Wright_Grant_D 12/19/94 12:21 PM
To: Booker_Ray_E at P-SEA07
To: ATKINS_JUDITH at 01M
cc: Obrien_Mary at 015
cc: Pate_Marvin_L

PER DISCUSSION WITH JUDITH ATKINS I UNDERSTAND THAT THE BRAC MODELING IS TO USE THE STABILIZED RATES REFLECTED IN THE 96 OSD SUBMIT. FOR THE CRANE DIVISION THE FY 96 COMPOSITE RATE IS $61.38 PER HOUR. THIS INCLUDES AN AOR RECOVERY CHARGE OF$7.21 PER HOUR. THE FY 97 RATE IS $55.30 PER HOUR. A MANDAY RATE SHOULD BE CALCULATED BY MULTIPLYING THE HOURLY RATE BY 8.

A-25.30

"NAVSEA"

SCENARIO:	BRAC 95 - BASELINE
Date	11/7/94
Hot Date	12/20/94 8:41

FACTORS

	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01
DLI	72.0%	72.0%	72.0%	72.0%	72.0%	72.0%
Work days per y	251	250	251	251	251	250
Escalation		103.0%	103.0%	103.0%	103.0%	103.0%

WORKLOAD

BASE WORKLOAD

	PTSMH	NORVA	PUGET	LBCH	PEARL	PVT(non-Nuc)	PVT(Nuc)	Louisville	Crane	Keyport	SUM TOTAL	Data Chec TOTAL
FY 96	491,709	1,256,276	1,539,676	434,230	483,677	0	0	0	0	0	4,205,568	4,400,617
FY 97	401,600	1,155,834	1,573,122	402,102	429,336	0	0	0	0	0	3,961,994	4,072,831
FY 98	405,616	1,197,103	1,668,794	469,872	515,533	0	0	0	0	0	4,256,918	4,366,024
FY 99	409,883	1,294,135	1,701,529	469,370	604,115	0	0	0	0	0	4,479,032	4,731,644
FY 00	391,309	1,485,753	1,322,059	472,884	427,662	0	0	0	0	0	4,099,667	4,267,587
FY 01	427,453	1,551,125	1,340,167	464,099	575,188	0	0	0	0	0	4,358,032	4,552,350

SCENARIO WORKLOAD

	PTSMH	NORVA	PUGET	LBCH	PEARL	PVT(non-Nuc)	PVT(Nuc)	Louisville	Crane	Keyport	SUM TOTAL	TOTAL
FY 96	491,709	1,256,276	1,539,676	434,230	483,677	0	0	0	0	0	4,205,568	4,400,618
FY 97	401,600	1,155,834	1,573,122	402,102	429,336	0	0	0	0	0	3,961,994	4,072,832
FY 98	405,616	1,197,103	1,668,794	469,872	515,533	0	0	0	0	0	4,256,918	4,366,023
FY 99	409,883	1,294,135	1,701,529	469,370	604,115	0	0	0	0	0	4,479,032	4,731,645
FY 00	391,309	1,485,753	1,322,059	472,884	427,662	0	0	0	0	0	4,099,667	4,267,586
FY 01	427,453	1,551,125	1,340,167	464,099	575,188	0	0	0	0	0	4,358,032	4,552,349
											0	0

ARITHMETIC CHANGES

	PTSMH	NORVA	PUGET	LBCH	PEARL	PVT(non-Nuc)	PVT(Nuc)	Louisville	Crane	Keyport	SUM TOTAL	TOTAL
FY 96	0	0	0	0	0	0	0	0	0	0	0	1
FY 97	0	0	0	0	0	0	0	0	0	0	0	1
FY 98	0	0	0	0	0	0	0	0	0	0	0	(1)
FY 99	0	0	0	0	0	0	0	0	0	0	0	1
FY 00	0	0	0	0	0	0	0	0	0	0	0	(1)
FY 01	0	0	0	0	0	0	0	0	0	0	0	(1)

RATES

FY 1996

	PTSMH	NORVA	PUGET	LBCH	PEARL	PVT-East(NNuc)	PVT-West(NNuc)	PVT(Nuc)	Louisville	Crane	Keyport
SCENARIO FY 9	491,709	1,256,276	1,539,676	434,230	483,677						
OSD FY 96 MD	530,220	1,209,678	1,570,466	360,802	444,056						
DELTA MDS	(38,511)	46,598	(30,790)	73,428	39,621						
FY 96/97 OSD											
96 OH LABCOS	$87,661,000	$150,030,000	$192,151,000	$65,120,000	$120,971,000						
96 OH NONLAE	$63,618,000	$69,288,000	$54,215,000	$50,193,000	$46,800,000						
96 deprec cost	$14,578,000	$17,365,000	$14,438,000	$3,843,000	$9,483,000						
OSD oh lab rate	$165.36	$124.00	$122.32	$180.48	$250.00						
var oh lab rate	$49.61	$37.20	$36.70	$54.14	$75.00						
new ov lab rate	$174.39	$120.80	$124.07	$159.12	$256.25						
OSD oh nonlab	$118.80	$56.56	$34.56	$138.56	$105.28						
var oh nonlab r	$29.70	$14.14	$8.64	$34.64	$26.32						
new ov nonlab r	$127.06	$55.68	$35.04	$121.45	$98.91						
dir labor rate	$218.96	$206.24	$226.96	$206.80	$255.20						
oh labor rate	$174.39	$120.80	$124.07	$159.12	$256.25						
oh nonlab rate	$127.06	$55.68	$35.04	$121.45	$98.91						
depr	$27.21	$14.47	$11.60	$11.17	$19.61						

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aor recoupment	$10.88	$28.16	$27.75	$0.00	$42.89						
New manday r	**$658.50**	**$425.35**	**$425.41**	**$498.54**	**$672.86**	**$354.39**	**$377.23**	**$502.48**	**$410.33**	**$391.96**	**$457.11**

FY 1997

	PTSMH	NORVA	PUGET	LBCH	PEARL	PVT-East(NNuc)	PVT-West(NNuc)	PVT(Nuc)	Louisville	Crane	Keyport
SCENARIO FY 9	401,600	1,155,834	1,573,122	402,102	429,336						
OSD FY 97 MD	454,153	1,127,396	1,486,613	350,928	382,451						
DELTA MDS	(52,553)	28,438	86,509	51,174	46,885						
FY 96/97 OSD											
97 OH LABCOS	$102,301,000	$146,032,000	$195,675,000	$67,159,000	$102,466,000						
97 OH NONLAI	$48,190,000	$55,942,000	$50,273,000	$44,724,000	$58,134,000						
97 deprec cost	$15,208,000	$18,234,000	$14,438,000	$4,044,000	$9,577,000						
OSD oh lab rat	$192.96	$129.52	$142.08	$191.36	$267.92						
var oh lab rate	$57.89	$38.86	$42.62	$57.41	$80.38						
new ov lab rate	$247.16	$127.30	$126.73	$174.33	$247.44						
OSD oh nonlab	$90.88	$49.60	$32.96	$127.44	$152.16						
var oh nonlab r	$22.72	$12.40	$8.24	$31.86	$38.04						
new ov nonlab	$117.02	$48.70	$32.41	$115.28	$139.56						
dir labor rate	$184.64	$211.52	$222.08	$225.04	$259.12						
oh labor rate	$247.16	$127.30	$126.73	$174.33	$247.44						
oh nonlab rate	$117.02	$48.70	$32.41	$115.28	$139.56						
depr	$33.32	$16.19	$9.64	$11.32	$22.31						
aor recoupment	$0.00	$0.00	$0.00	$0.00	$0.00						
New manday r	**$582.14**	**$403.71**	**$390.86**	**$525.97**	**$668.42**	**$365.02**	**$388.55**	**$517.55**	**$419.01**	**$401.98**	**$441.44**

"NAVSEA"

FY 1998

	PTSMH	NORVA	PUGET	LBCH	PEARL	PVT-East(NNuc)	PVT-West(NNuc)	PVT(Nuc)	Louisville	Crane	Keyport
SCENARIO FY 9	405,616	1,197,103	1,668,794	469,872	515,533						
OSD FY 97 MD	454,153	1,127,396	1,486,613	350,928	382,451						
DELTA MDS	(48,537)	69,707	182,181	118,944	133,082						
FY 96/97 OSD											
97 OH LABCOS	$102,301,000	$146,032,000	$195,675,000	$67,159,000	$102,466,000						
97 OH NONLAE	$48,190,000	$55,942,000	$50,273,000	$44,724,000	$58,134,000						
97 deprec cost	$15,208,000	$18,234,000	$14,438,000	$4,044,000	$9,577,000						
OSD oh lab rate	$192.96	$129.52	$142.08	$191.36	$267.92						
var oh lab rate	$57.89	$38.86	$42.62	$57.41	$80.38						
new ov lab rate	$245.28	$124.25	$121.91	$157.46	$219.51						
OSD oh nonlab	$90.88	$49.60	$32.96	$127.44	$152.16						
var oh nonlab r	$22.72	$12.40	$8.24	$31.86	$38.04						
new ov nonlab r	$116.09	$47.45	$31.02	$103.25	$122.58						
dir labor rate	$184.64	$211.52	$222.08	$225.04	$259.12						
oh labor rate	$245.28	$124.25	$121.91	$157.46	$219.51						
oh nonlab rate	$116.09	$47.45	$31.02	$103.25	$122.58						
depr	$37.49	$15.23	$8.65	$8.61	$18.58						
aor recoupment	$0.00	$0.00	$0.00	$0.00	$0.00						
New manday r	**$583.51**	**$398.46**	**$383.67**	**$494.36**	**$619.79**	**$375.97**	**$400.21**	**$533.08**	**$429.73**	**$411.51**	**$440.61**

FY 1999

	PTSMH	NORVA	PUGET	LBCH	PEARL	PVT-East(NNuc)	PVT-West(NNuc)	PVT(Nuc)	Louisville	Crane	Keyport
SCENARIO FY 9	409,883	1,294,135	1,701,529	469,370	604,115						
OSD FY 97 MD	454,153	1,127,396	1,486,613	350,928	382,451						
DELTA MDS	(44,270)	166,739	214,916	118,442	221,664						
FY 96/97 OSD											
97 OH LABCOS	$102,301,000	$146,032,000	$195,675,000	$67,159,000	$102,466,000						
97 OH NONLAE	$48,190,000	$55,942,000	$50,273,000	$44,724,000	$58,134,000						
97 deprec cost	$15,208,000	$18,234,000	$14,438,000	$4,044,000	$9,577,000						
OSD oh lab rate	$192.96	$129.52	$142.08	$191.36	$267.92						
var oh lab rate	$57.89	$38.86	$42.62	$57.41	$80.38						
new ov lab rate	$243.33	$117.85	$120.38	$157.57	$199.11						
OSD oh nonlab	$90.88	$49.60	$32.96	$127.44	$152.16						
var oh nonlab r	$22.72	$12.40	$8.24	$31.86	$38.04						
new ov nonlab r	$115.12	$44.82	$30.59	$103.32	$110.19						
dir labor rate	$184.64	$211.52	$222.08	$225.04	$259.12						
oh labor rate	$243.33	$117.85	$120.38	$157.57	$199.11						
oh nonlab rate	$115.12	$44.82	$30.59	$103.32	$110.19						
depr	$37.10	$14.09	$8.49	$8.62	$15.85						
aor recoupment	$0.00	$0.00	$0.00	$0.00	$0.00						
New manday r	**$580.19**	**$388.28**	**$381.54**	**$494.55**	**$584.27**	**$387.25**	**$412.21**	**$549.07**	**$419.64**	**$421.82**	**$447.04**

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FY 2000

	PTSMH	NORVA	PUGET	LBCH	PEARL	PVT East(NNuc)	PVT West(NNuc)	PVT(Nuc)	Louisville	Crane	Keyport
SCENARIO FY 0	391,309	1,485,753	1,322,059	472,884	427,662						
OSD FY 97 MD	454,153	1,127,396	1,486,613	350,928	382,451						
DELTA MDS	(62,844)	358,357	(164,554)	121,956	45,211						
FY 96/97 OSD											
97 OH LABCOS	$102,301,000	$146,032,000	$195,675,000	$67,159,000	$102,466,000						
97 OH NONLAI	$48,190,000	$55,942,000	$50,273,000	$44,724,000	$58,134,000						
97 deprec cost	$15,208,000	$18,234,000	$14,438,000	$4,044,000	$9,577,000						
OSD oh lab rate	$192.96	$129.52	$142.08	$191.36	$267.92						
var oh lab rate	$57.89	$38.86	$42.62	$57.41	$80.38						
new ov lab rate	$252.14	$107.66	$142.70	$156.83	$248.09						
OSD oh nonlab	$90.88	$49.60	$32.96	$127.44	$152.16						
var oh nonlab r	$22.72	$12.40	$8.24	$31.86	$38.04						
new ov nonlab r	$119.50	$40.64	$37.00	$102.79	$139.96						
dir labor rate	$184.64	$211.52	$222.08	$225.04	$259.12						
oh labor rate	$252.14	$107.66	$142.70	$156.83	$248.09						
oh nonlab rate	$119.50	$40.64	$37.00	$102.79	$139.96						
depr	$38.86	$12.27	$10.92	$8.55	$22.39						
aor recoupment	$0.00	$0.00	$0.00	$0.00	$0.00						
New manday r	**$595.14**	**$372.10**	**$412.70**	**$493.21**	**$669.56**	**$398.87**	**$424.58**	**$565.54**	**$419.64**	**$421.82**	**$447.04**

FY 2001

	PTSMH	NORVA	PUGET	LBCH	PEARL	PVT-East(NNuc)	PVT-West(NNuc)	PVT(Nuc)	Louisville	Crane	Keyport
SCENARIO FY 0	427,453	1,551,125	1,340,167	464,099	575,188						
OSD FY 97 MD	454,153	1,127,396	1,486,613	350,928	382,451						
DELTA MDS	(26,700)	423,729	(146,446)	113,171	192,737						
FY 96/97 OSD											
97 OH LABCOS	$102,301,000	$146,032,000	$195,675,000	$67,159,000	$102,466,000						
97 OH NONLAI	$48,190,000	$55,942,000	$50,273,000	$44,724,000	$58,134,000						
97 deprec cost	$15,208,000	$18,234,000	$14,438,000	$4,044,000	$9,577,000						
OSD oh lab rate	$192.96	$129.52	$142.08	$191.36	$267.92						
var oh lab rate	$57.89	$38.86	$42.62	$57.41	$80.38						
new ov lab rate	$235.71	$104.76	$141.35	$158.71	$205.08						
OSD oh nonlab	$90.88	$49.60	$32.96	$127.44	$152.16						
var oh nonlab r	$22.72	$12.40	$8.24	$31.86	$38.04						
new ov nonlab r	$111.32	$39.45	$36.61	$104.14	$113.82						
dir labor rate	$184.64	$211.52	$222.08	$225.04	$259.12						
oh labor rate	$235.71	$104.76	$141.35	$158.71	$205.08						
oh nonlab rate	$111.32	$39.45	$36.61	$104.14	$113.82						
depr	$35.58	$11.76	$10.77	$8.71	$16.65						
aor recoupment	$0.00	$0.00	$0.00	$0.00	$0.00						
New manday r	**$567.25**	**$367.49**	**$410.82**	**$496.60**	**$594.66**	**$410.83**	**$437.32**	**$582.51**	**$419.64**	**$421.82**	**$447.04**

ASSUMPTIONS

- basic FY 97, 96/97 osd costs used
- overhead labor 30% variable, overhead nonlabor 25% variable
- direct labor rate = to dir labor rate in FY97 of 96/97 osd submit
- depr = to depr cost in FY97 of 96/97 osd submit
- aor payback factor in current rate reflected in new rate

BRAC 24 BASE Rates
(w/o AOR Recoupment)

"NAVSEA"

SCENARIO: BRAC 95 - BASELINE
(Includes SUPSHIP Contra

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SHIPYARD RATES	FY96	FY97	FY98	FY99	FY00	FY01
Norfolk	$425.35	$403.71	$398.46	$388.28	$372.10	$367.49
Portsmouth	$558.50	$582.14	$583.51	$580.19	$595.14	$567.25
Puget Sound	$425.41	$390.86	$383.67	$381.54	$412.70	$410.82
Pearl Harbor	$672.86	$668.42	$619.79	$584.27	$669.56	$594.66
Long Beach	$498.54	$525.97	$494.36	$494.55	$493.21	$496.60
Private Sector-East Coast (non-nuclear)	$354.39	$365.02	$375.97	$387.25	$398.87	$410.83
Private Sector-West Coast (non-nuclear)	$377.23	$388.55	$400.21	$412.21	$424.58	$437.32
Private Sector (nuclear)	$502.48	$517.55	$533.08	$549.07	$565.54	$582.51
Louisville	$410.33	$419.01	$429.73	$419.64	$419.64	$419.64
Crane	$391.96	$401.98	$411.51	$421.82	$421.82	$421.82
Keyport	$457.11	$441.44	$440.61	$447.04	$447.04	$447.04
Portsmouth Rate Differentials						
FROM Portsmouth TO:						
Norfolk	($133.15)	($178.43)	($185.05)	($191.91)	($223.04)	($199.76)
Pearl	$114.36	$86.28	$36.28	$4.08	$74.42	$27.41
Puget	($133.09)	($191.28)	($174.83)	($198.65)	($182.44)	($184.32)
Private Sector (nuclear)	($56.02)	($64.59)	($50.43)	($31.12)	($29.60)	$15.26
Long Beach Rate Differentials						
FROM Long Beach TO:						
Puget	($73.13)	($135.11)	($110.69)	($113.01)	($80.51)	($82.39)
Private-Sector-West Coast (non-nuclear	($121.31)	($137.42)	($94.15)	($82.34)	($68.63)	($59.28)
Louisville Rate Differentials						
FROM Louisville TO:						
Norfolk	$15.02	($15.30)	($31.27)	($31.36)	($47.54)	($52.15)
Crane Rate Differentials						
FROM Crane TO:						
Norfolk	$33.39	$1.73	($13.05)	($33.54)	($49.72)	($54.33)
Keyport Rate Differentials						
FROM Keyport TO:						
Puget	($31.70)	($50.58)	($56.94)	($65.50)	($34.34)	($36.22)

	FY96	FY97	FY98	FY99	FY00	FY01
Portsmouth Work to be Moved - DIRECT WORKYEARS						
FROM Portsmouth TO:						
Norfolk	0	0	0	0	0	0
Pearl	0	0	0	0	0	0
Puget	0	0	0	0	0	0
Private Sector (nuclear)	0	0	0	0	0	0
SUPSHIP contract administration	0	0	0	0	0	0
Long Beach Work to be Moved - DIRECT WORKYEARS						
FROM Long Beach TO:						
Puget	0	0	0	0	0	0
Private-Sector-West Coast (non-nuclear	0	0	0	0	0	0
SUPSHIP contract administration	0	0	0	0	0	45
Louisville Work to be Moved - DIRECT WORKYEARS						
FROM Louisville TO:						
Norfolk	0	0	0	0	0	0
Crane Work to be Moved - DIRECT WORKYEARS						
FROM Crane TO:						
Norfolk	0	0	0	0	0	0
Keyport Work to be Moved - DIRECT WORKYEARS						
FROM Keyport TO:						
Puget	0	0	0	0	0	0

	FY96	FY97	FY98	FY99	FY00	FY01	FY96-01 NET
Portsmouth Cost Differentials							
FROM Portsmouth TO:							
Norfolk	$0	$0	$0	$0	$0	$0	$0
Pearl	$0	$0	$0	$0	$0	$0	$0
Puget	$0	$0	$0	$0	$0	$0	$0
Private Sector (nuclear)	$0	$0	$0	$0	$0	$0	$0
SUPSHIP Contract Support Costs	$0	$0	$0	$0	$0	$0	$0
						FY 96-01 TOTAL	$0
Long Beach Cost Differentials							
FROM Long Beach TO:							FY96-01 NET
Puget	$0	$0	$0	$0	$0	$0	$0
Private-Sector-West Coast (non-nuclear	$0	$0	$0	$0	$0	$0	$0
SUPSHIP Contract Support Costs	$0	$0	$0	$0	$0	$0	$0
						FY 96-01 TOTAL	$0
Louisville Cost Differentials							
FROM Louisville TO:							FY96-01 NET
Norfolk	$0	$0	$0	$0	$0	$0	$0
Crane Cost Differentials							
FROM Crane TO:							FY96-01 NET
Norfolk	$0	$0	$0	$0	$0	$0	$0
Keyport Cost Differentials							
FROM Keyport TO:							FY96-01 NET
Puget	$0	$0	$0	$0	$0	$0	$0

( ) INDICATES LESS COST
DIFFERENTIALS BASED ON RECALCULATED MANDAY RATES

							GRAND TOTAL
	$0	$0	$0	$0	$0	$0	$0

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SCENARIO: BRAC 95 - BASELINE

	FY96	FY97	FY98	FY99	FY00	FY01
Portsmouth Work to be Moved - MANDAYS (Total Direct)						
FROM Portsmouth TO:						
Norfolk	0	0	0	0	0	0
Pearl	0	0	0	0	0	0
Puget	0	0	0	0	0	0
Private Sector (nuclear)	0	0	0	0	0	0
Long Beach Work to be Moved - MANDAYS (Total Direct)						
FROM Long Beach TO:						
Puget	0	0	0	0	0	0
Private-Sector-West Coast (non-nuclear)	0	0	0	0	0	0
Louisville Work to be Moved - MANDAYS (Total Direct)						
FROM Louisville TO:						
Norfolk	0	0	0	0	0	0
Crane Work to be Moved - MANDAYS (Total Direct)						
FROM Crane TO:						
Norfolk	0	0	0	0	0	0
Keyport Work to be Moved - MANDAYS (Total Direct)						
FROM Keyport TO:						
Puget	0	0	0	0	0	0

	FY96	FY97	FY98	FY99	FY00	FY01
Portsmouth Work to be Moved - MANDAYS (Total=Direct+ Indirect)						
FROM Portsmouth TO:						
Norfolk	0	0	0	0	0	0
Pearl	0	0	0	0	0	0
Puget	0	0	0	0	0	0
Private Sector (nuclear)	0	0	0	0	0	0
Long Beach Work to be Moved - MANDAYS (Total=Direct+ Indirect)						
FROM Long Beach TO:						
Puget	0	0	0	0	0	0
Private-Sector-West Coast (non-nuclear)	0	0	0	0	0	0
Louisville Work to be Moved - MANDAYS (Total=Direct + Indirect)						
FROM Louisville TO:						
Norfolk	0	0	0	0	0	0
Crane Work to be Moved - MANDAYS (Total=Direct + Indirect)						
FROM Crane TO:						
Norfolk	0	0	0	0	0	0
Keyport Work to be Moved - MANDAYS (Total=Direct + Indirect)						
FROM Keyport TO:						
Puget	0	0	0	0	0	0

	FY96	FY97	FY98	FY99	FY00	FY01
Portsmouth Work to be Moved - WORKYEARS (Direct & Indirect)						
FROM Portsmouth TO:						
Norfolk	0	0	0	0	0	0
Pearl	0	0	0	0	0	0
Puget	0	0	0	0	0	0
Private Sector (nuclear)	0	0	0	0	0	0
Long Beach Work to be Moved - WORKYEARS (Direct & Indirect)						
FROM Long Beach TO:						
Puget	0	0	0	0	0	0
Private-Sector-West Coast (non-nuclear)	0	0	0	0	0	0
Louisville Work to be Moved - WORKYEARS (Direct & Indirect)						
FROM Louisville TO:						
Norfolk	0	0	0	0	0	0
Crane Work to be Moved -WORKYEARS (Direct & Indirect)						
FROM Crane TO:						
Norfolk	0	0	0	0	0	0
Keyport Work to be Moved -WORKYEARS (Direct & Indirect)						
FROM Keyport TO:						
Puget	0	0	0	0	0	0

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"NAVSEA"

SCENARIO: 2-14-0117-013 SCENARIO TITLE: ALT 3 - Shipyards

	FY96	FY97	FY98	FY99	FY00	FY01
Portsmouth Work to be Moved - MANDAYS (Total Direct)						
FROM Portsmouth TO:						
Norfolk	0	18,323	340,607	390,305	253,008	126,002
Pearl	0	0	0	9,287	98,141	17,570
Puget	0	8,785	51,204	502	30,371	274,092
Private Sector (nuclear)	0	96,686	13,303	9,789	9,789	9,789
Long Beach Work to be Moved - MANDAYS (Total Direct)						
FROM Long Beach TO:						
Puget	0	82,077	82,077	82,077	82,077	82,077
Private-Sector-West Coast (non-nuclear)	48,691	291,913	387,795	387,293	390,807	382,022

	FY96	FY97	FY98	FY99	FY00	FY01
Portsmouth Work to be Moved - MANDAYS (Total=Direct+ Indirect)						
FROM Portsmouth TO:						
Norfolk	0	25,449	473,065	542,090	351,400	175,003
Pearl	0	0	0	12,899	136,307	24,403
Puget	0	12,201	71,117	697	42,182	380,683
Private Sector (nuclear)	0	134,564	18,476	13,596	13,596	13,596
Long Beach Work to be Moved - MANDAYS (Total=Direct+ Indirect)						
FROM Long Beach TO:						
Puget	0	113,996	113,996	113,996	113,996	113,996
Private-Sector-West Coast (non-nuclear)	67,626	405,435	538,604	537,907	542,768	530,586

	FY96	FY97	FY98	FY99	FY00	FY01
Portsmouth Work to be Moved - WORKYEARS (Direct & Indirect)						
FROM Portsmouth TO:						
Norfolk	0	102	1,885	2,160	1,400	700
Pearl	0	0	0	51	543	98
Puget	0	49	283	3	168	1,523
Private Sector (nuclear)	0	538	74	54	54	54
Long Beach Work to be Moved - WORKYEARS (Direct & Indirect)						
FROM Long Beach TO:						
Puget	0	456	454	454	454	456
Private-Sector-West Coast (non-nuclear)	269	1,622	2,146	2,143	2,163	2,122

Revised:
12/28/94 9:33

A-25.37

"NAVSEA"

SCENARIO: 2-14-0117-013 SCENARIO TITLE: ALT 3 - Shipyards

Louisville Rate Differentals						
FROM Louisville TO:						
Norfolk	($65.69)	($41.11)	($75.62)	($87.53)	($92.75)	($91.28)
Crane Rate Differentials						
FROM Crane TO:						
Norfolk	($65.69)	($41.11)	($75.62)	($87.53)	($92.75)	($91.28)
Keyport Rate Differentials						
FROM Keyport TO:						
Puget	($32.39)	($58.21)	($66.72)	($72.15)	($47.79)	($66.96)

Louisville Work to be Moved - DIRECT WORKYEARS						
FROM Louisville TO:						
Norfolk	0	18	95	233	439	479
Crane Work to be Moved - DIRECT WORKYEARS						
FROM Crane TO:						
Norfolk	0	0	0	83	82	167
Keyport Work to be Moved - DIRECT WORKYEARS						
FROM Keyport TO:						
Puget	38	113	113	113	113	113

Louisville Cost Differentials							
FROM Louisville TO:							FY96-01 NET
Norfolk	$0	($189,784)	($1,810,980)	($5,114,180)	($10,214,855)	($10,922,054)	($28,251,853)
Crane Cost Differentials							
FROM Crane TO:							FY96-01 NET
Norfolk	$0	$0	$0	($1,820,712)	($1,914,917)	($3,804,094)	($7,539,722)
Keyport Cost Differentials							
FROM Keyport TO:							FY96-01 NET
Puget	($305,017)	($1,651,010)	($1,892,379)	($2,046,390)	($1,355,468)	($1,891,620)	($9,141,884)

Revised: 12/28/94 9:33

A-25.38

"NAVSEA"

SCENARIO: 2-14-0117-013 SCENARIO TITLE: ALT 3 - Shipyards

Louisville Work to be Moved - MANDAYS (Total Direct)						
FROM Louisville TO:						
Norfolk	0	4,617	23,948	58,428	110,133	119,654
Crane Work to be Moved - MANDAYS (Total Direct)						
FROM Crane TO:						
Norfolk	0	0	0	20,801	20,646	41,675
Keyport Work to be Moved - MANDAYS (Total Direct)						
FROM Keyport TO:						
Puget	9,417	28,363	28,363	28,363	28,363	28,250
Louisville Work to be Moved - MANDAYS (Total=Direct + Indirect)						
FROM Louisville TO:						
Norfolk	0	6,412	33,262	81,150	152,963	166,187
Crane Work to be Moved - MANDAYS (Total=Direct + Indirect)						
FROM Crane TO:						
Norfolk	0	0	0	28,890	28,675	57,882
Keyport Work to be Moved - MANDAYS (Total=Direct + Indirect)						
FROM Keyport TO:						
Puget	13,079	39,393	39,393	39,393	39,393	39,236
Louisville Work to be Moved - WORKYEARS (Direct & Indirect)						
FROM Louisville TO:						
Norfolk	0	26	133	323	609	665
Crane Work to be Moved -WORKYEARS (Direct & Indirect)						
FROM Crane TO:						
Norfolk	0	0	0	115	114	232
Keyport Work to be Moved -WORKYEARS (Direct & Indirect)						
FROM Keyport TO:						
Puget	52	158	157	157	157	157

Revised:
12/28/94 9:33

A-25-39

FINANCIAL MANAGEMENT OFFICE (SEA 07F)

FACSIMILIE COVER SHEET

NAVAL SHIPYARD AND SUPSHIP
MANAGEMENT AND
FIELD ACTIVITY SUPPORT DIRECTORATE
NAVSEA 07

FROM:	NAME: RAY BOORAD CODE: NAVSEA 07F	TELEPHONE #: 703-602-4088 DSN FAX #: (703)602-3431 DSN 332-3431
TO:	NAME: Daniel Cejka AGENCY: NAS Headquarters CODE:	TELEPHONE NUMBER: 756-8863 FAX #: 756-7822
NO OF PAGES: INCLUDES COVER	SUBJECT:	

REMARKS:

UNCLASSIFIED TELEFAX

A-25.40

DEPARTMENT OF THE NAVY
OFFICE OF THE COMPTROLLER
7100 NAVY PENTAGON
WASHINGTON DC 20350-7100

29 SEP 1994

From: Comptroller of the Navy (NCB-1)
To: Commander, Naval Sea Systems Command (01)

Subj: STABILIZED SHIPYARD DBOF RATES FOR FY 1995

Ref: (a) COMNAVSEASYSCOM ltr Ser 0153/156 of 20 Jun 94

1. FY 1995 Naval Shipyard DBOF billing rates proposed by reference (a) have been reviewed and are approved for execution of the FY 1995 program.

SHERYL McNAIR
Deputy Director
Operations Division
Office of Budget and Reports (NCB-1)

A-25.41

9500094
WA055A I6
D C2 Jan
26 JAN 95

Purpose: Document meeting on statistical sampling
Source: Mtg 26 Jan 95: D. Cejka AUD-4B; D. McCorkle AUD-3; M. Zafonte CAP
Scope: BRAC 95 Statistical Sampling Plan
Criteria: Procedures attached W/P A-26.2 A-26.9
Discussion:

Debbie and Mark explained the methods used to determine the Universe and activities sampled for review of BRAC 95.

The procedures used are presented on first page of attached documentation. Mark and Debbie explained in detail, how the universe, originally 1092 was reduced down due to constraints on travel funds, technical expertise of the auditors, etc. (Also explained on attached). When all reductions were made, Louisville was still in the final universe and therefore were candidates for review by the auditors if sampled.

The universe was stratified by 13 activity categories, of which Louisville was listed as a technical activity. There were 23 tech activities. The sample size was determined to be 6 sampled. One additional activity (PAX RIVER) was added do to no travel fund requirements. Louisville was not one of the sampled activities.

Conclusion:

The BRAC-95 statistical sampling plan appears rational, and there does not appear to be any doubt that Louisville was not intentionally left out for review. Bottom line is it appears Louisville had equal chance of being selected for review by the auditors This Working Paper is numbered A-26.24, with attached documentation beginning at "2 of 54, and ending 54 of 54"

94-0011
BRAC 95
M. ZAFONTE
STATISTICIAN
2 MAY 1994
FILENAME: BRAC-FAC.WP6

BRAC SAMPLE PROCEDURES - FACILITIES

1. Original spreadsheet sent to statistics section showed 1,092 Host and Tenant activities (UNVLIST.WK1). Certain activities had: 1) no UIC code, 2) UIC codes with wild card characters ("Y" or "*"), 3) were listed as Closed. This list was developed from the recipients of Data Call 1. (1)

2. Charles Berry (SE) provided a list of property owners (hosts) from the NFADB in a LOTUS format (UNQPROP2.WK1). The original file contained 6,162 lines which listed the UIC and its related Facility Category Codes, property records, and square footage. An individual UIC could have multiple lines depending on the number of Facility Category Codes (FCC's) under the cognizance of that UIC. The listing contained 428 specific UIC's with 103,558 total property cards and 3,495,684,731 SQ FT. (2)

3. During discussions with Ron Booth it was decided that certain FCC's within the universe would not be reviewed. The codes to be removed were: 37, 39, 41, 69, all 70, 80, and 90 series facilities. (3)

4. The original data file (UNQPROP2.WK1) was sorted by FCC and those codes listed in 3 above were removed from the file. The file was then resorted by UIC and the following also removed: 1) those UIC's listed as Closed in the UNVLIST.WK1 file, and, 2) any UIC with SQ FT equal to zero. The resulting new universe for sampling was comprised of 364 property owners with 39,107 total property cards and 1,332,178,164 SQ FT. (4)

5. AUD-3 decided that scarce audit resources should not be expended at locations of very small size. It was decided to further reduce the universe population of UIC's while retaining the majority of SQ FT. This was accomplished by sorting the UIC's from smallest SQ FT to largest and weighing them compared to the total SQ FT in the universe. The first decision was to review the UIC's that comprised the top 99% of SQ footage. That threshold would have removed 205 UIC's with 13,124,808 SQ FT from the universe. AUD-3J was concerned that within the new universe each sub mission category have AT LEAST 2 UIC's for review. The top 159 UIC's (364-205) were reviewed to identify the number of UIC's from each sub mission category. It was found that at that threshold level all sub mission categories were represented with at least 2 UIC's EXCEPT for Reserve Centers. In order to include 2 Reserve Centers it was necessary to move back down the listing from item 205 to item 183. This became the new threshold level. (5)

A-2 2 of 2

2 of 54

We removed 182 UIC's with total SQ FT of 8,515,064 (.65%) resulting in a new universe for sampling comprised of: 1) 182 of 364 UIC's, 2) 37,529 of 103,558 property cards, and 3) 1,323,663,100 of 1,332,178,164 SQ FT (99.35%).

6. The UIC's were then sorted into 13 sub mission categories. The statisticians judgmentally decided on the number of sample items from each sub mission category. The basis used to determine the number of samples was the FY 93 BRAC selection procedures; we wanted to approximate the same coverage as last time.

7. The UIC's were then transferred into selections spreadsheets based on sub mission category. The UIC with the largest SQ FT was automatically selected for review; the "Probability of Selection" column shows the word "Auto" for these selections. The remaining UIC's were sorted by their Weight Factor which is computed by multiplying together: 1) Number of Facility Category Codes, 2) Number or property records, and 3) SQ FT. The UIC's were sorted by their weight factor in descending order. Since most of the weight factors were extremely large, all factors were divided by the smallest factor resulting in the smallest factor receiving a value of 1 and all other factors being reduced accordingly. The weight factors were then added together to determine the total weight of the UIC's.

8. Sample selection was based on the concept known as Probability Proportional to Size (PPS). This concept assigns a range of values to each item. Random numbers are selected and then assigned to an items based on where they fall in the items range. Enclosure (1) provides a example for clarification. Page 1 shows the UIC's listed under the sub mission category Administrative Activities. UIC 68322 was automatically selected for review since it contained the largest square footage of the UIC's in this group. Weight factors were then computed for the remaining UIC's by multiplying columns A, B, and C. The UIC's were then sorted in descending order by weight factor Since the factors were relatively large all factors were divided by the smallest factor, in this case 15504400. The resulting weight factors ranged from 1 to 110 (Page 2). The sum of these factors in 159.

9. PPS allocates a range of values to items for selection based on their range compared to the total of the ranges. For example the first weighed UIC, 00205, would be assigned a range from 1 to 110, UIC 67385 a range from 111 to 153, UIC 62285 a range from 154 to 158, and UIC 67029 a range from 159 to 159. This allows the items with the greatest range a greater chance of being selected (UIC 00205's chance of being selected is 110/159 or 69.19%). However, for PPS to be valid, random numbers must be used as they are generated from the responsible source. The top of Page 3 shows the random numbers selected in random order. The first number, 128, falls within the range of UIC 67385, 111 to

153. If we had decided to pick another UIC then the next UIC picked would have been 00205 since the next random number, 5, would fall within the range 1 to 110. This process was used for all UIC selections.

10 Once the UIC's were selected, separate analysis spreadsheets were created to analyze the associated property records. Property record data was imported from the UNQPROP2.WK1 data file. BRAC 93 selection criteria was again used to determine BRAC 95 record samples: if a category code contained six or less records the all records were chosen for review, if there were ore than six records then approximately 10% of the records were selected for review. Once the number of records was determined, the files were sent to Charles Berry (SE) so the actual property record numbers could be downloaded from the NFADB.

11. Thirty-one of the 64 activities selected for review had been selected during the BRAC 93 review. The auditors will review the NFADB to determine if any construction/demolition has occurred to the sample items selected last time. If any changes have occurred then adjustments will be made to BRAC 93 results. I no changes have occurred the BRAC 93 results will be used for those locations in the BRAC 95 analysis.

12. An additional sample item was added by the auditors on 7 April 1994; Sub Base New London, Groton, CT, Mission Category B1. This raises the current sample locations to 65, 32 new and 33 old locations.

13. On 26 April 94 the following events occurred:

1. Industrial Reserve Plant Mission Category (D3) was deleted from the estimate removing 16 activities.

2. Reserve Center UIC 62103 (NMCRC Los Angeles CA) was removed from the universe since it has been closed due to damage from the last earthquake. In order to obtain a new Reserve Center it was necessary to back up into the universe list three locations to obtain UIC 61870 (AFRC Philadelphia PA). This also included two additional activities (Admin Activity 67011 Long Island, and Technical Activity 45534 Wallops Island) 1 for 100% review bringing the new total of sample activities to 60. The sample now consists of the top 185 UIC's based on total square footage.

The result of these actions was to reduce the universe to 347 UIC's, 38,006 Property Records, and 1,306,637,799 SQ FT. The resulting sampling universe in now 185 UIC's, 37,548 Property Records, and 1,323,806,479 SQ FT (99.3798%).

14. On 6 June 94 2 locations were dropped from the sample of facilities due to lack of travel funds:

A-26-4

1. Naval Station Roosevelt Roads, Puerto Rico, from Mission Category B1, UIC 00389.

2. NAWC Barking Sands, Hawaii, from Mission Category E1, UIC 0534A.

Since these two locations were the last picked by random numbers in their respective categories, they can be dropped with no impact on the selection criteria. Precision of the final estimate will probably go up but should be within handbook parameters.

\A1.WK1

Mar-94 DATE CREATED
Apr-94 DATE UPDATED

SELECTION OF FIRST STAGE CLUSTERS (UICs) FROM MISSION CATEGORY
STRATUM A1 - ADMIN ACTIVTIES

5 = N(A1), Number of UICs in Stratum
2 = n(A1), Number of UICs in sample selected by generating random numbers from the range 1 to 2462990340

UIC Characteristics
Significant to Selection

UIC		A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT	WEIGHT FACTOR A*B*C/ 15504400	CUM TOTAL OF A*B*C	PROB OF SELECT
68322	1	9	79	10843926			AUTO
00205		13	76	1734035	1713226580	1713226580	
67385	2	10	93	703036	653823480	2367050060	
62285		8	59	170415	80435880	2447485940	
67029		5	16	193805	15504400	2462990340	
					2462990340		

ENCLOSURE (1)
PAGE (1) OF (3)

A-26.26

A1.WK1

'Mar-94 DATE CREATED
.pr-94 DATE UPDATED

SELECTION OF FIRST STAGE CLUSTERS (UICs) FROM MISSION CATEGORY
STRATUM A1 - ADMIN ACTIVTIES

5 = N(A1), Number of UICs in Stratum
2 = n(A1), Number of UICs in sample selected by generating random numbers from the range 1 to 159

UIC Characteristics
Significant to Selection

UIC		A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT	WEIGHT FACTOR A*B*C/ 15504400	CUM TOTAL OF A*B*C	PROB OF SELECT
68322	1	9	79	10843926			AUTO
00205		13	76	1734035	110	110	
67385	2	10	93	703036	42	153	
62285		8	59	170415	5	158	
67029		5	16	193805	1	159	
					159		

ENCLOSURE (1)
PAGE (2) OF (3)

A-267

MARK ZAFONTE
94-0011 CODE A1
27 MAR 94

****

RANDOM NUMBERS

****

128 (2)	5	67	36	57
3	129	45	117	76

****

RANDOM NUMBERS IN ASCENDING ORDER

****

3	5	36	45	57
67	76	117	128	129

range of numbers from which the sample was selected is from 1 to 159

seed selected for this run was 2159

ENCLOSURE (1)
PAGE (3) OF (3)

A-26.8

ORIGINAL UNIVERSE LISTING

UIC	CALPRCAREA		AREA/ TYPE
737	00196 76	001	0 SF
738	00196 81	001	600 SF
739	00196 82	001	2149 SF
740	00196 83	001	234 SF
741	00196 84	002	2753 SF
742	00196 85	012	1371743 SF
743	00196 86	001	0 SF
744	00196 87	007	0 SF
745	00197 12	003	0 SF
746	00197 13	004	1899 SF
747	00197 14	003	9412 SF
748	00197 17	003	3067 SF
749	00197 21	009	93298 SF
750	00197 22	029	1179287 SF
751	00197 31	005	6845 SF
752	00197 37	001	0 SF
753	00197 39	007	0 SF
754	00197 41	010	0 SF
755	00197 44	013	163941 SF
756	00197 55	001	4417 SF
757	00197 61	021	189200 SF
758	00197 69	001	0 SF
759	00197 71	010	20117 SF
760	00197 73	011	4262 SF
761	00197 74	004	16804 SF
762	00197 75	010	0 SF
763	00197 76	004	0 SF
764	00197 81	011	10755 SF
765	00197 82	010	8456 SF
766	00197 83	001	833 SF
767	00197 84	002	1035 SF
768	00197 85	009	1549512 SF
769	00197 86	001	0 SF
770	00197 87	003	0 SF
771	00197 89	004	2025 SF
772	00203 44	001	800 SF
773	00203 51	002	296361 SF
774	00203 61	001	4525 SF
775	00203 69	001	0 SF
776	00203 72	001	17908 SF
777	00203 74	001	1536 SF
778	00203 75	002	0 SF
779	00203 85	003	676710 SF
780	00203 87	001	0 SF
781	00204 11	036	26870184 SF
782	00204 12	018	4152 SF

..0..

1,899. +
9,412. +
3,067. +
93,298. +
1,179,287. +
6,845. +
163,941. +
4,417. +
189,200. +
20,117. +
4,262. +
16,804. +
10,755. +
8,456. +
833. +
1,035. +
1,549,512. +
2,025. +
3,265,165.

.

A-26.9

B- 20 1921

DEPARTMENT OF THE NAVY
NAVAL AUDIT SERVICE
5611 COLUMBIA PIKE
ROOM 506B, NASSIF BLDG
FALLS CHURCH, VA 22041-5080

E-1 last page

7540/94-0011
AUD-3J

SEP 22 199

MEMORANDUM

From: Director, Program and Financial Audits Directorate (AUD-3J)
To: Area Facilitator, Arlington, VA

Subj: AUDIT OF THE IMPLEMENTATION OF THE 1995 BASE CLOSURE AND REALIGNMENT PROCESS (94-0011)

Ref: (a) Phoncon M. Zafonte/ D. McCorkle of 20 Sept 94

Encl: (1) Revised statistical analysis

1. As requested in reference (a), we revised the statistical estimate for the subject audit to account for a change in the mission category A1 spreadsheet. The results are at enclosure (1).

2. The referencing process identified minor changes to the A1 mission category spreadsheet that resulted in a decrease in the gross error estimate from 4.42 percent to 4.40 percent.

3. If you have any questions, please call me or Debra McCorkle at (703) 756-2159/78, DSN 289-2159/2178.

VINCENT J. D'ORAZIO

Copy to:
AUD-3D
[redacted]

A-2610

~~A-45~~ 16

WORKSHEET FOR COMBINING STRATA 24-Sep-94

: C:\ILOTUS\94-0011\ESTOTAL1.WK1
T: 94-0011 BASE CLOSURE *** REPETITIONS OF UIC SELECTION CALCULATED IN AVG & VAR ESTIMATION ***
ESTIMATED TOTAL DIFFERENCES BETWEEN AREA MEASURED AND AREA ON PROPERTY RECORD

TLM POPN	ESTIMATED MEAN	CONFIDENCE INTERVAL	STANDARD DEVIATION	VARIANCE (EST MEAN)	STRATIFIED VARIANCE	STRATIFIED MEAN	REL PRCSN	VARIANCE (EST TOTAL)
6	37,266.4	4,101.6	2493.499127	6217537.677	1321.755501	1352.4427083	10.83%	223831363.58
18	117,334.1	125,619.4	76366.43026	5832137141.	9670635.566	12142.9424516	110.84%	1889612433907
2	62,610.8	59,803.8	36357.17259	1321841090.	0	745.36607143	95.52%	5287364361.1
17	181,726.0	113,323.4	68893.82065	4746358525	4084067.000	18389.143329	62.36%	13716976137 12
22	395,590.2	221,256.4	134510.5247	18093081254	30221072.30	52196.340964	55.51%	875705132714 0
14	621,976.1	287,257.5	174635.2200	30497460090	37919270.94	51914.171751	46.11%	5977503177715
9	806,569.9	806,594.9	490555.5617	2.4064E+11	113687276.2	39060.471443	97.62%	15401264584737
7	675,147.1	97,674.0	59379.87142	3525969130.	1165995.053	26464.462075	15.38%	1727724874 13
21	173,574.6	169,161.1	102900.5599	10585525275	19695917.45	21716.523994	99.25%	4669539630252
13	425,088.5	360,798.0	219043.4234	43111337430	26677819.89	30363.466552	84.85%	692906138997 6
17	287,621.7	344,550.5	209365.9724	43873976840	25731011.09	29094.418742	119.83%	1268015739677 1
24	394,889.9	119,779.2	290461.5691	40154840696	52956197.05	57127.121727	30.46%	2314648243964
AL 161								

AVERAGE VALUES:

STRATIFIED MEAN VALUE: 343,467.2
TOTAL STRATIFIED VARIANCE: 257696574.47
STRATIFIED STANDARD DEVIATION: 15912.367755
90% CONFIDENCE INTERVAL: 31109.776505
PRECISION: 9.14%

POPULATION TOTAL:

STRATIFIED TOTAL VALUE: 57,195,485.7
TOTAL STRATIFIED VARIANCE: 10095628116570 8099613388312
STRATIFIED STANDARD DEVIATION: 3177361.8171 8999979.9134
90% CONFIDENCE INTERVAL: 5226442.4919 14814066.9547
PRECISION: 9.14%

The estimate can be 90 percent confident that the value of the inventory for the criteria selected is: plus or minus

		Confidence Intervals
57,195,485.7	Upper	62,424,928.2
5,226,442.5	Lower	51,970,043.2

Alternatively stated, the average value of each item in the inventory for the criteria selected is: plus or minus

343,467.2	Upper	374,577.0
31,109.8	Lower	312,357.4

ESTIMATED TOTAL VALUE OF AREA MEASUREMENTS IN UNIVERSE SAMPLED: 1,238,815,175.0
EST PERCENTAGE OF UNIV. TOTAL VALUE THAT DIFFERS FROM ACTUAL VALUE: 4.4% Upper 4.5%
plus or minus 1.4% Lower 4.0%

A-45/3 of 14

A-26.11

SION CATEGORY A1: ADMIN ACTIVITIES CREATED:
UPDATED: 21-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
(Treated as Sample Observations in PPS With Replacement Sampling)

JOB#: 94-0011 Base Closures
FILENAME: C:\LOTUS\94-0011\A1\A1ESTM.WK1
ESTIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category A1, ADMINISTRATIVE ACTIVITIES

DEFINITION OF VARIABLES:
d(i) = Observed Total Differences from UIC (i)
pi(i) = UIC (i) PPS Selection Probability
(i) = d(i)/pi(i)
D = Estimated Total Difference for MC Universe
(i) = Number of times UIC appeared in sample

SUBSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
68001	198,821.3
67011	7,231.0
Total:	206,052.3

STRATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

4 UICs in Mission Category (using PPS wr selection)
2 UICs Sampled from Mission Category Universe
Number of random #s (replicated samples) to select 1 UIC

	UIC	pi(i)	d(i)	Z(i)	Z(i)-Z(i-1)
1	[illegible]	[illegible].42%	11,177.8	42,316.1	[illegible]
	END				
			TOTAL	42,316.1	[illegible]

EST DIFFERENCE FOR SUBSTRATUM 2, D2: 21,158.0
ESTIMATED VARIANCE OF D2: [illegible]
STANDARD DEVIATION OF D2: 14,861.0
95% CONFIDENCE INTERVAL, D2: 24,619.3

********** DIFFERENCE ESTIMATE FOR COMBINED STRATA **********

COMBINED ESTIMATED D: 227,210.4 <=====
CONFIDENCE INTERVAL: 24,619.3
PRECISION: 10.83%
OF UICs IN STRATUM: 6
AVG PER DIFFERENCE: 37,868.4

A-45/4 of 16 A-2(a.12

IN CATEGORY A2: MEDICAL ACTIVITIES CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
ICs Treated as Sample Observations in PPS With Replacement Sampling)

DIT: 94-0011 Base Closures
LENAME: C:\LOTUS\94-0011\A2\A2ESTM.WK1
TIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category A2, MEDICAL ACTIVITIES

FINITION OF VARIABLES:
i) = Observed Total Differences from UIC (i)
(i) = UIC (i) PPS Selection Probability
i) = d(i)/pi(i)
= Estimated Total Difference for MC Universe
i) = Number of times UIC appeared in sample

BSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
00168	322,368.7
Total:	322,368.7

ATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

i)= 17 UICs in Mission Category (using PPS wr selection)
i)= 4 UICs Sampled from Mission Category Universe
ps= 4 number of random #s (replicated samples) to select 4 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
1	00183	37.41%	360,965.3	964,987.6	566494183680
1	00211	19.40%	10,283.1	53,006.5	277102359297
1	00259	15.86%	918,658.0	5,791,269.7	1.659441E+13
1	68093	3.86%	2,366.0	61,318.8	274341846356 1
	END				
			TOTAL	6,870,582.5	2.267535E+13

T DIFFERENCE FOR SUBSTRATUM 2, D^: 1,717,645.6
TIMATED VARIANCE OF D^: 1889612433907
ANDARD DEVIATION OF D^ 1,374,631.7
% CONFIDENCE INTERVAL, D^: 2,261,131.8

********** DIFFERENCE ESTIMATE FOR COMBINED STRATA **********

COMBINED ESTIMATED D^: 2,040,014.3 <=======
CONFIDENCE INTERVAL: 2,261,131.8
PRECISION: 110.84%
OF UICs IN STRATUM: 18
AVG EST DIFFERENCE: 113,334.1

A-45/5 of 16 N-26.13

ION CATEGORY A4: RESERVE CENTERS

CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
UICs Treated as Sample Observations in PPS With Replacement Sampling)
UDIT: 94-0011 Base Closures
ILENAME: C:\LOTUS\94-0011\A4\A4ESTM.WK1
STIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category A1, ADMINISTRATIVE ACTIVITIES

EFINITION OF VARIABLES:
(i) = Observed Total Differences from UIC (i)
i(i) = UIC (i) PPS Selection Probability
(i) = d(i)/pi(i)
^ = Estimated Total Difference for MC Universe
(i) = Number of times UIC appeared in sample

UBSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
61870	22,388.0
Total:	22,388.0

RATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

(. - 1 UICs in Mission Category (using PPS wr selection)
(i)= 2 UICs Sampled from Mission Category Universe
pps= 1 number of random #s (replicated samples) to select 1 UIC

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
1	68174	100.00%	205,667.0	205,667.0	10574728722.3
	END				
			TOTAL	205,667.0	10574728722.3

ST DIFFERENCE FOR SUBSTRATUM 2, D^: 102,833.5
STIMATED VARIANCE OF D^: 5287364361.1
TANDARD DEVIATION OF D^ 72,714.3
0% CONFIDENCE INTERVAL, D^: 119,607.7

********** DIFFERENCE ESTIMATE FOR COMBINED STRATA **********

COMBINED ESTIMATED D^: 125,221.5 <=======
CONFIDENCE INTERVAL: 119,607.7
PRECISION: 95.52%
OF UICs IN STRATUM: 2
AVG EST DIFFERENCE: 62,610.8

A-45/6 of 16 A-2600144

ION CATEGORY B1: BASES

CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
(UICs Treated as Sample Observations in PPS With Replacement Sampling)

AUDIT: 94-0011 Base Closures
FILENAME: C:\LOTUS\94-0011\B1\B1ESTM.WK1
ESTIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category B1, BASES

DEFINITION OF VARIABLES:
d(i) = Observed Total Differences from UIC (i)
pi(i) = UIC (i) PPS Selection Probability
z(i) = d(i)/pi(i)
D^ = Estimated Total Difference for MC Universe
x(i) = Number of times UIC appeared in sample

SUBSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
67001	99,469.7
00129	52,848.6
Total:	152,318.3

RATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

N(i)= 15 UICs in Mission Category (using PPS wr selection)
n(i)= 5 UICs Sampled from Mission Category Universe
pps= 5 number of random #s (replicated samples) to select 4 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
1	61414	13.50%	74,665.2	553,228.0	5682644456219
1	62813	7.86%	268,246.3	3,411,078.2	2246953336194
1	62688	3.08%	138,773.2	4,502,950.0	2452018471923
1	62021	1.38%	85,902.7	6,218,032.7	10764796478449
1	00389	39.00%	21,211.0	54,385.8	8309797531446
	END				
			TOTAL	14,685,288.8	27,433,952,274,230.8

ST DIFFERENCE FOR SUBSTRATUM 2, D^: 2,937,057.8
STIMATED VARIANCE OF D^: 1371697613712
TANDARD DEVIATION OF D^ 1,171,195.0
0% CONFIDENCE INTERVAL, D^: 1,926,498.6

********** DIFFERENCE ESTIMATE FOR COMBINED STRATA **********

COMBINED ESTIMATED D^: 3,089,376.1 <=======
CONFIDENCE INTERVAL: 1,926,498.6
PRECISION: 62.36%
OF UICs IN STRATUM: 17
AVG EST DIFFERENCE: 181,728.0

A-45/7 of 16 A-26.15

ON CATEGORY B2: OF AIR STATIONS

CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
UICs Treated as Sample Observations in PPS With Replacement Sampling)

UDIT: 94-0011 Base Closures
ILENAME: C:\LOTUS\94-0011\B2\B2ESTM.WK1
STIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category B2, OPERATIONAL AIR STATIONS

EFINITION OF VARIABLES:
i) = Observed Total Differences from UIC (i)
(i) = UIC (i) PPS Selection Probability
i) = d(i)/pi(i)
= Estimated Total Difference for MC Universe
i) = Number of times UIC appeared in sample

UBSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
00146	12,851.0
Total:	12,851.0

ATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

i)= 21 UICs in Mission Category (using PPS wr selection)
i)= 6 UICs Sampled from Mission Category Universe
ps= 8 number of random #s (replicated samples) to select 6 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
3	00246	34.58%	2,957,487.0	8,551,805.1	41750431530
	00246	34.58%	2,957,487.0	8,551,805.1	41750431530
	00246	34.58%	2,957,487.0	8,551,805.1	41750431530
1	60169	8.84%	48,430.1	547,977.7	673738347783 37
1	00207	7.06%	88,995.3	1,261,157.6	561746760 38727
1	00620	4.63%	62,465.7	1,348,477.4	548733803 86677
1	60087	1.47%	257,600.3	17,557,192.9	77458631651846
1	00206	1.33%	82,187.9	6,166,585.0	670576566 4026
	END				
			TOTAL	52,536,805.9	262711539814204

T DIFFERENCE FOR SUBSTRATUM 2, D^: 8,756,134.3
TIMATED VARIANCE OF D^: 8757051327140
ANDARD DEVIATION OF D^ 2,959,231.5
% CONFIDENCE INTERVAL, D^: 4,867,640.0

****** DIFFERENCE ESTIMATE FOR COMBINED STRATA ******

COMBINED ESTIMATED D^: 8,768,985.3 =======
CONFIDENCE INTERVAL: 4,867,640.0
PRECISION: 55.51%
OF UICs IN STRATUM: 22
AVG EST DIFFERENCE: 398,590.2

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TON CATEGORY B3: MISC OTHER SUPPORT CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
JICs Treated as Sample Observations in PPS With Replacement Sampling)

JDIT: 94-0011 Base Closures
ILENAME: C:\LOTUS\94-0011\B3\B3ESTM.WK1
STIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category B2, MISC OTHER SUPPORT

EFINITION OF VARIABLES:
(i) = Observed Total Differences from UIC (i)
.(i) = UIC (i) PPS Selection Probability
(i) = d(i)/pi(i)
= Estimated Total Difference for MC Universe
(i) = Number of times UIC appeared in sample

JBSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
00886	526,320.3
Total:	526,320.3

ATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

i)= 13 UICs in Mission Category (using PPS wr selection)
i)= 10 UICs Sampled from Mission Category Universe
ps= 10 number of random #s (replicated samples) to select 3 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
4	62583	61.25%	19,873.3	32,447.4	6.663152E+13
	62583	61.25%	19,873.3	32,447.4	6.663152E+13
	62583	61.25%	19,873.3	32,447.4	6.663152E+13
	62583	61.25%	19,873.3	32,447.4	6.663152E+13
5	00171	17.01%	2,019,339.2	11,869,227.1	1.349803E+13
	00171	17.01%	2,019,339.2	11,869,227.1	1.349803E+13
	00171	17.01%	2,019,339.2	11,869,227.1	1.349803E+13
	00171	17.01%	2,019,339.2	11,869,227.1	1.349803E+13
	00171	17.01%	2,019,339.2	11,869,227.1	1.349803E+13
1	70092	0.25%	56,652.0	22,476,681.0	2.039590E+14
	END				
			TOTAL	81,952,605.9	5.379752E+14

ST DIFFERENCE FOR SUBSTRATUM 2, D^: 8,195,260.6
STIMATED VARIANCE OF D^: 5977502177715
TANDARD DEVIATION OF D^ 2,444,893.1
% CONFIDENCE INTERVAL, D^: 4,021,604.6

****** DIFFERENCE ESTIMATE FOR COMBINED STRATA ******

COMBINED ESTIMATED D : 8,721,581.9 =======
CONFIDENCE INTERVAL: 4,021,604.6
PRECISION: 46.11%
OF UICs IN STRATUM: 14
AVG EST DIFFERENCE: 622,970.1

A-45/a.f.

ON CATEGORY B4: SUPPLY CENTERS CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
JICs Treated as Sample Observations in PPS With Replacement Sampling)
JDIT: 94-0011 Base Closures
ILENAME: C:\LOTUS\94-0011\B4\B4ESTM.WK1
STIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category B4, SUPPLY CENTERS

EFINITION OF VARIABLES:
(i) = Observed Total Differences from UIC (i)
.(i) = UIC (i) PPS Selection Probability
(i) = d(i)/pi(i)
^ = Estimated Total Difference for MC Universe
(i) = Number of times UIC appeared in sample

JBSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
60138	178,460.0
Total:	178,460.0

RATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

(i)= 7 UICs in Mission Category (using PPS wr selection)
(i)= 2 UICs Sampled from Mission Category Universe
ps= 3 number of random #s (replicated samples) to select 2 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
2	00244	12.43%	742,184.1	5,972,814.6	212783517029
2	00244	12.43%	742,184.1	5,972,814.6	212783517029
1	00189	28.99%	267,490.5	922,569.3	30376962135417
	END				
			TOTAL	12,868,198.4	30802529169474

ST DIFFERENCE FOR SUBSTRATUM 2, D^: 6,434,099.2
STIMATED VARIANCE OF D^: 1.540126E+13
TANDARD DEVIATION OF D^ 3,924,444.5
% CONFIDENCE INTERVAL, D^: 6,455,318.7

********** DIFFERENCE ESTIMATE FOR COMBINED STRATA **********

COMBINED ESTIMATED D^: 6,612,559.2 <=======
CONFIDENCE INTERVAL: 6,455,318.7
PRECISION: 97.62%
OF UICs IN STRATUM: 8
AVG EST DIFFERENCE: 826,569.9

A-45/16 of 16 A-26.18

N CATEGORY C1: TRAINING AIR STATIONS CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
JICs Treated as Sample Observations in PPS With Replacement Sampling)
JDIT: 94-0011 Base Closures
:LENAME: C:\LOTUS\94-0011\C1\C1ESTM.WK1
STIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category C1, TRAINING AIR STATIONS

:FINITION OF VARIABLES:
i) = Observed Total Differences from UIC (i)
(i) = UIC (i) PPS Selection Probability
i) = d(i)/pi(i)
= Estimated Total Difference for MC Universe
i) = Number of times UIC appeared in sample

:BSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
60508	3,670,330.9
Total:	3,670,330.9

ATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

1, 6 UICs in Mission Category (using PPS wr selection)
i)= 2 UICs Sampled from Mission Category Universe
ps= 2 number of random #s (replicated samples) to select 2 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
1	00216	19.05%	226,925.3	1,191,357.9	172772487413
1	00204	47.62%	171,447.5	360,039.7	172772487413
	END				
			TOTAL	1,551,397.5	345544974826

T DIFFERENCE FOR SUBSTRATUM 2, D^: 775,698.8
TIMATED VARIANCE OF D^: 172772487413
ANDARD DEVIATION OF D^ 415,659.1
% CONFIDENCE INTERVAL, D^: 683,717.7

********** DIFFERENCE ESTIMATE FOR COMBINED STRATA **********

COMBINED ESTIMATED D^: 4,446,029.6 <=======
CONFIDENCE INTERVAL: 683,717.7
PRECISION: 15.38%
OF UICs IN STRATUM: 7
AVG EST DIFFERENCE: 635,147.1

A-26.19

A-45/11 16

JN CATEGORY C2: TRAINING CENTERS/SCHOOLS CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
JICs Treated as Sample Observations in PPS With Replacement Sampling)

JDIT: 94-0011 Base Closures
ILENAME: C:\LOTUS\94-0011\C2\C2ESTM.WK1
STIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category C2, TRAINING CENTERS/ SCHOOLS

EFINITION OF VARIABLES:
(i) = Observed Total Differences from UIC (i)
(i) = UIC (i) PPS Selection Probability
(i) = d(i)/pi(i)
^ = Estimated Total Difference for MC Universe
(i) = Number of times UIC appeared in sample

JBSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
00263	155,581.7
Total:	155,581.7

ATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

i)= 20 UICs in Mission Category (using PPS wr selection)
i)= 5 UICs Sampled from Mission Category Universe
ps= 7 number of random #s (replicated samples) to select 5 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
1	62271	0.41%	12,128.0	2,937,515.3	238271192461
1	00210	7.22%	919,392.1	12,742,766.9	86808749789124
1	62661	4.76%	43,188.1	906,961.1	6343771624446
3	00264	53.05%	15,000.0	28,274.9	
3	00264	53.05%	15,000.0	28,274.9	
3	00264	53.05%	15,000.0	28,274.9	
1	67399	15.46%	70,527.3	456,160.0	
	END				
			TOTAL	17,128,227.9	93390792605031

T DIFFERENCE FOR SUBSTRATUM 2, D^: 3,425,645.6
TIMATED VARIANCE OF D^: 4669539630252
ANDARD DEVIATION OF D^ 2,160,911.8
% CONFIDENCE INTERVAL, D^: 3,554,483.8

********** DIFFERENCE ESTIMATE FOR COMBINED STRATA ***** **********

COMBINED ESTIMATED D^: 3,581,227.3 <=======
CONFIDENCE INTERVAL: 3,554,483.8
PRECISION: 99.25%
OF UICs IN STRATUM: 21
AVG EST DIFFERENCE: 170,534.6

A-45/12 of 16 A-26.20

ON CATEGORY D1: LOGISTIC CENTERS CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
JICs Treated as Sample Observations in PPS With Replacement Sampling)
JDIT: 94-0011 Base Closures
ILENAME: C:\LOTUS\94-0011\D1\D1ESTM.WK1
STIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category D1, LOGISTIC CENTERS

EFINITION OF VARIABLES:
(i) = Observed Total Differences from UIC (i)
.(i) = UIC (i) PPS Selection Probability
(i) = d(i)/pi(i)
^ = Estimated Total Difference for MC Universe
(i) = Number of times UIC appeared in sample

JBSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
00104	86,854.8
Total:	86,854.8

BSTRATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

i)= 11 UICs in Mission Category (using PPS wr selection)
i)= 4 UICs Sampled from Mission Category Universe
ps= 6 number of random #s (replicated samples) to select 4 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
2	60036	13.42%	1,040,771.6	7,755,427.3	7514285500847
2	60036	13.42%	1,040,771.6	7,755,427.3	7514285500847
1	00193	16.67%	29,642.2	177,853.0	2339032611389 0
2	60701	31.60%	125,290.3	396,466.4	2132353392257 4
2	60701	31.60%	125,290.3	396,466.4	2132353392257 4
1	00109	20.78%	742,896.6	3,575,190.0	2070771718980
	END				
			TOTAL	20,056,830.5	8313673667971 1

T DIFFERENCE FOR SUBSTRATUM 2, D^: 5,014,207.6
TIMATED VARIANCE OF D^: 6928061389976
ANDARD DEVIATION OF D^ 2,632,121.1
% CONFIDENCE INTERVAL, D^: 4,329,576.0

********** DIFFERENCE ESTIMATE FOR COMBINED STRATA **********

COMBINED ESTIMATED D^: 5,101,062.4 <=======
CONFIDENCE INTERVAL: 4,329,576.0
PRECISION: 84.88%
OF UICs IN STRATUM: 12
AVG EST DIFFERENCE: 425,085.5

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A-45/13 of 14

SION CATEGORY D2: INDUSTRIAL ACTIVITIES CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
Cs Treated as Sample Observations in PPS With Replacement Sampling)

IT: 94-0011 Base Closures
ENAME: C:\LOTUS\94-0011\D2\D2ESTM.WK1
IMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category AD2, INDUSTRIAL ACTIVITIES

INITION OF VARIABLES:
) = Observed Total Differences from UIC (i)
i) = UIC (i) PPS Selection Probability
) = d(i)/pi(i)
= Estimated Total Difference for MC Universe
) = Number of times UIC appeared in sample

STRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
67004	98,871.7
60258	27,909.6
Total:	126,781.2

STRATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

)= 15 UICs in Mission Category (using PPS wr selection)
)= 6 UICs Sampled from Mission Category Universe
s= 16 number of random #s (replicated samples) to select 6 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
7	00181	51.03%	162,980.7	319,394.5	1.972858E+13
7	00181	51.03%	162,980.7	319,394.5	1.972858E+13
7	00181	51.03%	162,980.7	319,394.5	1.972858E+13
7	00181	51.03%	162,980.7	319,394.5	1.972858E+13
7	00181	51.03%	162,980.7	319,394.5	1.972858E+13
7	00181	51.03%	162,980.7	319,394.5	1.972858E+13
7	00181	51.03%	162,980.7	319,394.5	1.972858E+13
4	62204	16.35%	15,679.0	95,890.3	2.176401E+13
4	62204	16.35%	15,679.0	95,890.3	2.176401E+13
4	62204	16.35%	15,679.0	95,890.3	2.176401E+13
4	62204	16.35%	15,679.0	95,890.3	2.176401E+13
1	65114	0.05%	5,309.0	10,931,231.0	3.807075E+13
2	00251	14.33%	128,420.9	896,334.1	1.493627E+13
2	00251	14.33%	128,420.9	896,334.1	1.493627E+13
1	00102	5.41%	14,548.9	269,067.1	2.017819E+13
[illegible]	00311	7.37%	954,210.8	12,954,197.7	6.712716E+13
	END				
			TOTAL	28,566,486.8	3.804047E+14

T DIFFERENCE FOR SUBSTRATUM 2, D : 4,761,081.1
IMATED VARIANCE OF D^: 1.268016E+13
ANDARD DEVIATION OF D^ 3,560,921.9
. CONFIDENCE INTERVAL, D : 5,857,758.7

A-26.22

COMBINED ESTIMATED D^:	4,887,862.3 <=======
CONFIDENCE INTERVAL:	5,857,358.7
PRECISION:	119.83%
# OF UICs IN STRATUM:	17
AVG EST DIFFERENCE:	287,521.3

ON CATEGORY E1: TECHNICAL ACTIVITIES CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
UICs Treated as Sample Observations in PPS With Replacement Sampling)

UDIT: 94-0011 Base Closures
ILENAME: C:\LOTUS\94-0011\E1\E1ESTM.WK1
STIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category E1, TECHNICAL ACTIVITIES

EFINITION OF VARIABLES:
(i) = Observed Total Differences from UIC (i)
i(i) = UIC (i) PPS Selection Probability
(i) = d(i)/pi(i)
^ = Estimated Total Difference for MC Universe
(i) = Number of times UIC appeared in sample

UBSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
00421	76,608.2
45534	346.0
Total:	76,954.2

RATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

(i)= 22 UICs in Mission Category (using PPS wr selection)
(i)= 5 UICs Sampled from Mission Category Universe
pps= 12 number of random #s (replicated samples) to select 4 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
3	60530	30.68%	1,772,586.6	5,777,501.4	1.400931E+13
3	60530	30.68%	1,772,586.6	5,777,501.4	1.400931E+13
3	60530	30.68%	1,772,586.6	5,777,501.4	1.400931E+13
4	00164	31.71%	340,786.1	1,074,538.9	7.133261E+13
4	00164	31.71%	340,786.1	1,074,538.9	7.133261E+13
4	00164	31.71%	340,786.1	1,074,538.9	7.133261E+13
4	00164	31.71%	340,786.1	1,074,538.9	7.133261E+13
2	68335	6.06%	103,686.8	1,709,967.7	6.100289E+13
2	68335	6.06%	103,686.8	1,709,967.7	6.100289E+13
2	63126	18.82%	1,320,123.9	7,012,816.8	6287984528851
2	63126	18.82%	1,320,123.9	7,012,816.8	6287984528851
1	0534A	0.79%	67,473.0	8,525,782.4	989268543918
	END				
			TOTAL	47,602,011.2	4.629294E+14

ST DIFFERENCE FOR SUBSTRATUM 2, D^: 9,520,402.2
STIMATED VARIANCE OF D^: 2.314647E+13
TANDARD DEVIATION OF D^ 4,811,077.7
CONFIDENCE INTERVAL, D : 7,913,741.6

********** DIFFERENCE ESTIMATE FOR COMBINED STRATA **********

COMBINED ESTIMATED D : 9,597,356.5 <=======
CONFIDENCE INTERVAL: 7,913,741.6
PRECISION: 82.46%

A-45/ A-26-24

ION CATEGORY E1: TECHNICAL ACTIVITIES CREATED:
UPDATED: 06-Sep-94

WORKSHEET FOR ABSOLUTE DIFFERENCE ESTIMATION, STRATIFIED
(UICs Treated as Sample Observations in PPS With Replacement Sampling)

AUDIT: 94-0011 Base Closures
FILENAME: C:\LOTUS\94-0011\E1\E1ESTM.WK1
ESTIMATE: Gross/Absolute Difference Between Property Record Value and Actual Value of the Size (Area/Floor Space in SqFt) of Property Items at UICs in Mission Category E1, TECHNICAL ACTIVITIES

DEFINITION OF VARIABLES:
d(i) = Observed Total Differences from UIC (i)
pi(i) = UIC (i) PPS Selection Probability
z(i) = d(i)/pi(i)
D^ = Estimated Total Difference for MC Universe
x(i) = Number of times UIC appeared in sample

SUBSTRATUM 1: CONCENSUS UICs (100% Probability of Selection)

UIC	d(i)
00421	76,608.2
45534	346.0
Total:	76,954.2

STRATUM 2: UICs SELECTED BY PPS WITH REPLACEMENT

N(i)= 22 UICs in Mission Category (using PPS wr selection)
n(i)= 5 UICs Sampled from Mission Category Universe
npps= 12 number of random #s (replicated samples) to select 4 UICs

x(i)	UIC	pi(i)	d(i)	z(i)	(z(i)-D^)^2
3	60530	30.68%	1,772,586.6	5,777,501.4	1.400931E+13
3	60530	30.68%	1,772,586.6	5,777,501.4	1.400931E+13
3	60530	30.68%	1,772,586.6	5,777,501.4	1.400931E+13
4	00164	31.71%	340,786.1	1,074,538.9	7.133261E+13
4	00164	31.71%	340,786.1	1,074,538.9	7.133261E+13
4	00164	31.71%	340,786.1	1,074,538.9	7.133261E+13
4	00164	31.71%	340,786.1	1,074,538.9	7.133261E+13
2	68335	6.06%	103,686.8	1,709,967.7	6.100289E+13
2	68335	6.06%	103,686.8	1,709,967.7	6.100289E+13
2	63126	18.82%	1,320,123.9	7,012,816.8	6287984528851
2	63126	18.82%	1,320,123.9	7,012,816.8	6287984528851
1	0534A	0.79%	67,473.0	8,525,782.4	989268543918
	END				
			TOTAL	47,602,011.2	4.629294E+14

EST DIFFERENCE FOR SUBSTRATUM 2, D^: 9,520,402.2
ESTIMATED VARIANCE OF D^: 2.314647E+13
STANDARD DEVIATION OF D^ 4,811,077.7
[illegible]% CONFIDENCE INTERVAL, D^: 7,913,741.6

********** DIFFERENCE ESTIMATE FOR COMBINED STRATA **********

COMBINED ESTIMATED D^: 9,597,356.5 <=======
CONFIDENCE INTERVAL: 7,913,741.6
PRECISION: 82.46%
OF UICs IN STRATUM: 24

B-F1 A-26.25

1/1

A:\SAMPLE.

UPDATED: 28 APR 94
SORTED BY LOCATION

MISSION	MC	SUB-CATEGORY	ACTIVITY	LOC	UIC	
OP SUPPORT	B3	MISC OTHER SUPPORT	NCS STOCKTON CA	CA	00886	
INDUSTRIAL BASES	D2	INDUST ACTIVITIES	NYSD LONG BEACH	CA	60258	ADDED
OP SUPPORT	B3	MISC OTHER SUPPORT	CB CEN PT HUENEME	CA	62583	
EDUCATIONAL/TRAINING	C2	TRAIN CENTERS/SCHOOLS	PG SCH MONTEREY	CA	62271	
OP SUPPORT	B2	OP AIR STATIONS	NAS NORTH ISLAND	CA	00246	
TECH CNTRS/LABS	E1	TECH ACTIVITIES	NAWC WEPS DIV PT MAGU CA	CA	63126 ✓	
INDUSTRIAL BASES	D1	LOGISTICS CENTERS	WEAP STA SEALBC	CA	60701	
OP SUPPORT	B1	BASES	NPB CORONADO	CA	62021	
INDUSTRIAL BASES	D1	LOGISTICS CENTERS	WEAP STA CONCORD	CA	60036	
TECH CNTRS/LABS	E1	TECH ACTIVITIES	NAWC WEPS DIV CHINA LK CA	CA	60530 ✓	
PERSONNEL SUPPORT/OTHER	A4	RESERVE CENTER	NMCRC ENCINO, CA	CA	68174	
INDUST SUPPORT	B4	SUPPLY CENTER	FISC SAN DIEGO	CA	00244	
INDUSTRIAL BASES	D2	INDUST ACTIVITIES	MCLB BARSTOW CA	CA	62204	
EDUCATIONAL/TRAINING	C2	TRAIN CENTERS/SCHOOLS	MCAGRDCMBTC 29P	CA	67399	
PERSONNEL SUPPORT/OTHER	A2	MEDICAL	NAVHOSP SAN DIEGO CA	CA	00259	
OP SUPPORT	B1	BASES	SUBBASE NEW LONDON	CT	00129	ADDED
OP SUPPORT	B3	MISC OTHER SUPPORT	NSECSTA WASH DC	DC	70092	
OP SUPPORT	B3	MISC OTHER SUPPORT	HQ NOW WASHDC	DC	00171	
PERSONNEL SUPPORT/OTHER	A1	ADMIN ACTIVITIES	NETPMSA PENSACOLA	FL	68322	
OP SUPPORT	B2	OP AIR STATIONS	NAS JACKSONVILL	FL	00207	
INDUSTRIAL BASES	D2	INDUST ACTIVITIES	PWKS CEN PENCLA	FL	65114	
EDUCATIONAL/TRAINING	C1	TRAINING AIR STATIONS	NAS PENSACOLA	FL	00204	
EDUCATIONAL/TRAINING	C1	TRAINING AIR STATIONS	NAS WHITINGFIELD	FL	60508	
INDUSTRIAL BASES	D2	INDUST ACTIVITIES	MCLB ALBANY GA	GA	67004	
OP SUPPORT	B1	BASES	NS PEARL HARBOR	HI	62813	
PERSONNEL SUPPORT/OTHER	A1	ADMIN ACTIVITIES	CAMP H M SMITH, OAHU	HI	67385	
INDUSTRIAL BASES	D2	INDUST ACTIVITIES	NYSD PEARL HAR	HI	00311	
TECH CNTRS/LABS	E1	TECH ACTIVITIES	NAWC WEPS DIV BRKG SDS HI	HI	0534A ✓	
EDUCATIONAL/TRAINING	C2	TRAIN CENTERS/SCHOOLS	NTC GLKS	IL	00210	
PERSONNEL SUPPORT/OTHER	A2	MEDICAL	NAVHOSP GREAT LAKES IL	IL	00211	
TECH CNTRS/LABS	E1	TECH ACTIVITIES	NSWC (CRANE) CRANE IN	IN	00164 ✓	
OP SUPPORT	B2	OP AIR STATIONS	NAS NEW ORLEANS	LA	00206	
TECH CNTRS/LABS	E1	TECH ACTIVITIES	NAWC AIRCFTDV PATXTRV MD	MD	00421 ?	
PERSONNEL SUPPORT/OTHER	A2	MEDICAL	NNMNAVMEDCEN BETHESDA MD	MD	00168	
OP SUPPORT	B2	OP AIR STATIONS	NAS BRUNSWICK M	ME	60087	

OP SL	B2	OP AIR STATIONS	MC ERRY PT NC	NC	00146	
PERSON SUPPORT/OTHER	A2	MEDICAL	NAV P CAMP LEJEUNE NC	NC	68093	
OP SUPPORT	B1	BASES	MCBASE CP LEJEUNE	NC	67001	
INDUSTRIAL BASES	D2	INDUST ACTIVITIES	PTSMH NYSD PTSMH	NH	00102	
TECH CNTRS/LABS	E1	TECH ACTIVITIES	NAWC AIRCFTDV LAKEHRST NJ	NJ	68335 ✓	
PERSONNEL SUPPORT/OTHER	A1	ADMIN ACTIVITIES	1ST MC DIST, LONG ISLAND	NY	67011	ADDED
PERSONNEL SUPPORT/OTHER	A4	RESERVE CENTER	AFRC PHILADELPHIA	PA	61870	REPLACEMENT
INDUSTRIAL BASES	D1	LOGISTICS CENTERS	SHPSPRTS CC MECHANICSBURG	PA	00104	
OP SUPPORT	B1	BASES	NS ROOSEVELT RDS	PR	00389	
EDUCATIONAL/TRAINING	C2	TRAIN CENTERS/SCHOOLS	NETC NEWPORT	RI	62661	
EDUCATIONAL/TRAINING	C2	TRAIN CENTERS/SCHOOLS	MC CRUITDEP PISL	SC	00263	
INDUSTRIAL BASES	D1	LOGISTICS CENTERS	WEAP STA CHARLESTON	SC	00193	
OP SUPPORT	B2	OP AIR STATIONS	MCAS BEAUFORT SC	SC	60169	
EDUCATIONAL/TRAINING	C1	TRAINING AIR STATIONS	NAS CORPUS CHRISTI	TX	00216	
INDUST SUPPORT	B4	SUPPLY CENTER	FISC CHEAT AX NOR WILLIAMSBURG	VA	60138	
INDUST SUPPORT	B4	SUPPLY CENTER	FISC NORFOLK VA	VA	00189	
PERSONNEL SUPPORT/OTHER	A2	MEDICAL	NAVHOSP PORTSMOUTH VA	VA	00183	
INDUSTRIAL BASES	D2	INDUST ACTIVITIES	NORVA NSYD PORTSMOUTH	VA	00181	
TECH CNTRS/LABS	E1	TECH ACTIVITIES	WALLOPS ISLAND	VA	45534 N	ADDED
EDUCATIONAL/TRAINING	C2	TRAIN CENTERS/SCHOOLS	CG MCCDC, QUANTICO	VA	00264	
INDUSTRIAL BASES	D1	LOGISTICS CENTERS	WEAP STA YORKTOWN	VA	00109	
OP SUPPORT	B1	BASES	NPB L CRK	VA	61414	
OP SUPPORT	B1	BASES	NS NORFOLK	VA	62688	
OP SUPPORT	B2	OP AIR STATIONS	NAS WHIDBEY I WA	WA	00620	
INDUSTRIAL BASES	D2	INDUST ACTIVITIES	P SND NSYD BREM	WA	00251	

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(3)

-Mar-94 DATE CREATED
Mar-94 DATE UPDATED

SELECTION OF FIRST STAGE CLUSTERS (UICs) FROM MISSION CATEGORY
STRATUM E1 - TECHNICAL ACTIVITIES

23 = N(E1), Number of UICs in Stratum
6 = n(E1), Number of UICs in sample selected by generating random numbers from the range 1 to 322214

UIC Characteristics
Significant to Selection

UIC		A FACIL CODES	B PROP RCRDS	C SQ FT (1K)	WEIGHT A*B*C/ 3466524	CUM OF A*B*C	PROB OF SELECT
00421	1	18	726	30866169			AUTO
00164	3	15	1398	16892767	102189	102189	
60530	2	18	1178	16161772	98858	201047	
63126	5	17	686	18029690	60655	261702	
68335	4	15	227	19890947	19538	281240	
00174		18	1138	2761987	16321	297561	
00173		16	298	3438467	4729	302291	
00253		17	334	2387988	3911	306202	
[illegible]4A	6	14	245	2576662	2550	308752	
[illegible]7		14	263	2206488	2344	311095	
[illegible]01		13	329	1814053	2238	313333	
66604		16	215	2228989	2212	315545	
62269		14	97	4618540	1809	317355	
60921		15	238	1235400	1272	318627	
65980		12	111	3273026	1258	319885	
61331		17	179	1272778	1117	321002	
00197		10	91	1651366	434	321435	
00163		12	80	969945	269	321704	
65226		9	90	1102477	258	321961	
65540		10	53	1015192	155	322117	
63394		6	76	607320	80	322197	
61762		6	50	188670	16	322213	
61339		3	4	288877	1	322214	
					322214		

B- 20
A- [illegible]

MARK ZAFONTE
94-0011 CODE E1
27 MAR 94

****

RANDOM NUMBERS

****

180746 (2)	176524 (2)	152748 (2)	71604 (3)	268997 (4)
36458 (3)	279447 (4)	8136 (3)	234496 (5)	250800 (5)
28882 (3)	307426 (6)	129969	198192	76967

****

RANDOM NUMBERS IN ASCENDING ORDER

****

8136	28882	36458	71604	76967
129969	152748	176524	180746	198192
234496	250800	268997	279447	307426

he range of numbers from which the sample was selected is from 1 to %322214

he seed selected for this run was 22681

B- 20 pg 138 of 146
A-26-79

\'OTUS\94-0011\RANK3.WK1 CREATED: 19-Mar-94 (6)
UPDATED: 26-Mar-94

62

=U: TOTAL NUMBER OF UICs IN UNIVERSE
SORTED BY SQUARE FEET ONLY, ITEMS MEETING THRESHOLD OF 142,462 FT

NK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT	CUM SQ FT	CML % OF SQ FT
1	RESERVE CENTER	62103	3	8	142,462	142,462	0.0108%
2	MISC OTHER SUPPORT	63038	14	95	144,248	286,710	0.0217%
3	MISC OTHER SUPPORT	00788	7	49	152,182	438,892	0.0332%
4	SCHOOLS	62741	8	21	155,483	594,375	0.0449%
5	SCHOOLS	62603	3	12	155,889	750,264	0.0567%
6	SCHOOLS	63401	2	6	169,721	919,985	0.0695%
7	ADMIN ACT	62285	8	59	170,415	1,090,400	0.0824%
8	IRP'S	91741	4	11	177,462	1,267,862	0.0958%
9	MISC OTHER SUPPORT	63886	10	100	180,550	1,448,412	0.1094%
0	SCHOOLS	64356	5	9	182,156	1,630,568	0.1232%
1	TECH ACTIVITIES	61762	6	50	188,670	1,819,238	0.1374%
2	ADMIN ACT	67029	5	16	193,805	2,013,043	0.1521%
3	MISC OTHER SUPPORT	63891	9	55	207,970	2,221,013	0.1678%
4	MEDICAL	68098	6	13	216,190	2,437,203	0.1841%
5	MISC OTHER SUPPORT	70272	12	149	218,923	2,656,126	0.2007%
4	MEDICAL	00231	9	16	221,011	2,877,137	0.2174%
	MEDICAL	66898	2	3	226,059	3,103,196	0.2344%
	MEDICAL	60002	4	4	229,121	3,332,317	0.2517%
9	MEDICAL	00285	5	6	240,921	3,573,238	0.2700%
0	BASES	68890	11	28	245,560	3,818,798	0.2885%
1	IRP'S	92782	6	11	254,950	4,073,748	0.3078%
2	INDUST ACTIVITIES	65114	7	46	258,163	4,331,911	0.3273%
3	INDUST ACTIVITIES	65113	6	16	277,833	4,609,744	0.3483%
4	MEDICAL	68086	10	23	279,327	4,889,071	0.3694%
5	TECH ACTIVITIES	61339	3	4	288,877	5,177,948	0.3912%
6	OP AIR STATIONS	00276	4	6	297,464	5,475,412	0.4137%
7	MEDICAL	00203	3	4	301,686	5,777,098	0.4364%
8	MEDICAL	68095	9	11	306,131	6,083,229	0.4596%
9	MISC OTHER SUPPORT	70243	9	137	316,222	6,399,451	0.4835%
0	SCHOOLS	68437	1	3	324,500	6,723,951	0.5080%
1	MEDICAL	68096	5	11	335,994	7,059,945	0.5334%
2	MISC OTHER SUPPORT	00950	9	209	343,143	7,403,088	0.5593%
3	SCHOOLS	61665	7	24	375,798	7,778,886	0.5877%
4	IRP'S	93880	3	5	377,639	8,156,525	0.6162%
5	MEDICAL	61337	6	13	386,574	8,543,099	0.6454%
6	SCHOOLS	61797	2	22	390,284	8,933,383	0.6749%
7	INDUST ACTIVITIES	62395	6	64	397,287	9,330,670	0.7049%
8	MEDICAL	68084	5	5	408,126	9,738,796	0.7357%
9	MISC OTHER SUPPORT	62477	8	57	408,220	10,147,016	0.7666%
0	MEDICAL	00232	4	11	417,272	10,564,288	0.7981%
1	BASES	68891	12	29	417,520	10,981,808	0.8297%
2	IRP'S	94750	6	91	426,527	11,408,335	0.8619%
	RESERVE CENTER	68174	3	6	444,784	11,853,119	0.8955%
	IRP'S	90691	3	4	449,635	12,302,754	0.9294%
5	MEDICAL	68093	8	13	474,195	12,776,949	0.9653%
6	MEDICAL	68094	9	14	478,694	13,255,643	1.0014%
7	SCHOOLS	00124	8	23	485,434	13,741,077	1.0381%
8	MISC OTHER SUPPORT	70092	10	42	494,080	14,235,157	1.0754%
9	SCHOOLS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

·\LOTUS\94-0011\RANK3.WK1 CREATED: 19-Mar-94
UPDATED: 26-Mar-94

=U: TOTAL NUMBER OF UICs IN UNIVERSE
SORTED BY SQUARE FEET ONLY, ITEMS MEETING THRESHOLD OF 142,462 FT

NK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT	CUM SQ FT	CML % OF SQ FT
0	SCHOOLS	68701	1	1	533,600	15,273,931	1.1539%
1	INDUST ACTIVITIES	65918	6	38	540,809	15,814,740	1.1948%
2	IRP'S	94307	4	6	578,381	16,393,121	1.2385%
3	BASES	63406	15	87	583,310	16,976,431	1.2825%
4	TECH ACTIVITIES	63394	6	76	607,320	17,583,751	1.3284%
5	INDUST ACTIVITIES	62755	7	118	631,647	18,215,398	1.3761%
6	IRP'S	91571	10	238	645,228	18,860,626	1.4249%
7	LOGISTICS CENTERS	60872	8	211	677,518	19,538,144	1.4761%
8	INDUST ACTIVITIES	00187	8	123	686,941	20,225,085	1.5280%
9	SCHOOLS	63082	11	63	691,388	20,916,473	1.5802%
0	ADMIN ACT	67385	10	93	703,036	21,619,509	1.6333%
1	BASES	68436	17	129	706,525	22,326,034	1.6867%
2	IRP'S	95137	8	182	727,782	23,053,816	1.7417%
3	BASES	00314	8	82	741,343	23,795,159	1.7977%
4	IRP'S	91041	3	8	813,072	24,608,231	1.8591%
5	IRP'S	91285	7	35	838,615	25,446,846	1.9225%
	IRP'S	95918	8	215	841,342	26,288,188	1.9860%
	INDUST ACTIVITIES	62586	8	79	850,188	27,138,376	2.0502%
8	MISC OTHER SUPPORT	57095	8	66	856,805	27,995,181	2.1150%
9	MEDICAL	00211	10	28	874,519	28,869,700	2.1810%
0	MEDICAL	00183	12	45	877,160	29,746,860	2.2473%
1	SCHOOLS	62271	10	75	940,992	30,687,852	2.3184%
2	TECH ACTIVITIES	00163	12	80	969,945	31,657,797	2.3917%
3	INDUST ACTIVITIES	63387	8	177	1,011,642	32,669,439	2.4681%
4	TECH ACTIVITIES	65540	10	53	1,015,192	33,684,631	2.5448%
5	TECH ACTIVITIES	65226	9	90	1,102,477	34,787,108	2.6281%
6	LOGISTICS CENTERS	63028	12	172	1,105,434	35,892,542	2.7116%
7	LOGISTICS CENTERS	68733	8	102	1,129,627	37,022,169	2.7969%
8	INDUST ACTIVITIES	68438	6	56	1,154,522	38,176,691	2.8842%
9	TECH ACTIVITIES	60921	15	238	1,235,400	39,412,091	2.9775%
0	TECH ACTIVITIES	61331	17	179	1,272,778	40,684,869	3.0737%
1	SUPPLY CENTER	00406	11	50	1,316,069	42,000,938	3.1731%
2	INDUST ACTIVITIES	44466	8	55	1,394,615	43,395,553	3.2784%
3	MEDICAL	00259	9	16	1,397,810	44,793,363	3.3840%
4	SCHOOLS	00281	12	102	1,402,088	46,195,451	3.4900%
5	LOGISTICS CENTERS	63402	9	162	1,559,028	47,754,479	3.6078%
6	IRP'S	91192	7	33	1,581,870	49,336,349	3.7273%
7	IRP'S	93055	9	43	1,608,800	50,945,149	3.8488%
8	OP AIR STATIONS	00196	14	73	1,636,578	52,581,727	3.9724%
9	TECH ACTIVITIES	00197	10	91	1,651,366	54,233,093	4.0972%
0	BASES	62021	15	204	1,659,257	55,892,350	4.2226%
1	BASES	42237	16	107	1,709,086	57,601,436	4.3517%
	ADMIN ACT	00205	13	76	1,734,035	59,335,471	4.4827%
	IRP'S	90845	6	31	1,809,593	61,145,064	4.6194%
4	TECH ACTIVITIES	66001	13	329	1,814,053	62,959,117	4.7564%
5	LOGISTICS CENTERS	00383	10	46	2,172,787	65,131,904	4.9206%
6	SUPPLY CENTER	61119	10	72	2,175,757	67,307,661	5.0850%
7	TECH ACTIVITIES	00167	14	263	2,206,488	69,514,149	5.2516%
8	TECH ACTIVITIES	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

\LDTUS\94-0011\RANK3.WK1 CREATED: 19-Mar-94
UPDATED: 26-Mar-94

=U: TOTAL NUMBER OF UICs IN UNIVERSE
SORTED BY SQUARE FEET ONLY, ITEMS MEETING THRESHOLD OF 142,462 FT

ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT	CUM SQ FT	CML % OF SQ FT
29	BASES	61755	17	151	2,231,180	73,974,318	5.5886%
30	LOGISTICS CENTERS	60478	16	505	2,323,298	76,297,616	5.7641%
31	TECH ACTIVITIES	00253	17	334	2,387,988	78,685,604	5.9445%
32	BASES	00129	17	280	2,434,024	81,119,628	6.1284%
33	TECH ACTIVITIES	0534A	14	245	2,576,662	83,696,290	6.3231%
34	OP AIR STATIONS	00166	11	41	2,698,199	86,394,489	6.5269%
35	MEDICAL	00168	14	117	2,761,426	89,155,915	6.7355%
36	TECH ACTIVITIES	00174	18	1138	2,761,987	91,917,902	6.9442%
37	LOGISTICS CENTERS	00193	16	450	2,776,367	94,694,269	7.1540%
38	LOGISTICS CENTERS	60036	16	616	2,895,291	97,589,560	7.3727%
39	SCHOOLS	00693	12	146	3,027,203	100,616,763	7.6014%
40	INDUST ACTIVITIES	60258	10	149	3,041,290	103,658,053	7.8312%
41	SCHOOLS	62661	15	172	3,155,988	106,814,041	8.0696%
42	SUPPLY CENTER	00612	11	97	3,215,846	110,029,887	8.3125%
43	LOGISTICS CENTERS	68297	12	680	3,267,428	113,297,315	8.5594%
44	TECH ACTIVITIES	65980	12	111	3,273,026	116,570,341	8.8066%
[illegible]	TECH ACTIVITIES	00173	16	298	3,438,467	120,008,808	9.0664%
[illegible]	BASES	00245	17	211	3,540,130	123,548,938	9.3339%
47	INDUST ACTIVITIES	00102	13	185	3,703,746	127,252,684	9.6137%
48	SCHOOLS	67399	17	400	3,887,739	131,140,423	9.9074%
49	LOGISTICS CENTERS	00109	17	655	3,957,493	135,097,916	10.2064%
50	BASES	62688	14	155	4,326,856	139,424,772	10.5333%
51	SUPPLY CENTER	00244	16	216	4,408,334	143,833,106	10.8663%
52	MISC OTHER SUPPORT	00171	16	195	4,511,234	148,344,340	11.2071%
53	TECH ACTIVITIES	62269	14	97	4,618,540	152,962,880	11.5560%
54	SUPPLY CENTER	00604	13	170	4,800,146	157,763,026	11.9187%
55	SCHOOLS	00243	13	110	4,945,666	162,708,692	12.2923%
56	INDUST ACTIVITIES	00311	11	211	5,222,968	167,931,660	12.6869%
57	LOGISTICS CENTERS	60701	15	816	5,495,122	173,426,782	13.1020%
58	SCHOOLS	00210	15	148	5,557,195	178,983,977	13.5219%
59	BASES	60201	18	239	6,152,345	185,136,322	13.9867%
60	INDUST ACTIVITIES	00251	16	236	6,254,320	191,390,642	14.4592%
61	IRP'S	96095	12	73	6,485,054	197,875,696	14.9491%
62	SCHOOLS	00161	14	193	6,535,920	204,411,616	15.4429%
63	OP AIR STATIONS	67604	8	79	6,911,702	211,323,318	15.9650%
64	MISC OTHER SUPPORT	62604	13	155	7,557,899	218,881,217	16.5360%
65	IRP'S	91961	10	107	7,781,953	226,663,170	17.1239%
66	OP AIR STATIONS	60462	16	170	7,950,062	234,613,232	17.7245%
67	OP AIR STATIONS	00158	13	125	7,977,124	242,590,356	18.3272%
68	MISC OTHER SUPPORT	62583	16	395	8,030,775	250,621,131	18.9339%
69	TRAIN AIR STATIONS	00639	14	306	8,305,732	258,926,863	19.5614%
[illegible]	OP AIR STATIONS	00101	13	121	8,990,568	267,917,431	20.2406%
[illegible]	SCHOOLS	00264	18	499	10,099,106	278,016,537	21.0036%
[illegible]	INDUST ACTIVITIES	62204	13	205	10,109,026	288,125,563	21.7673%
[illegible]	SUPPLY CENTER	00189	13	267	10,165,585	298,291,148	22.5353%
74	SCHOOLS	00263	15	309	10,484,582	308,775,730	23.3274%
75	ADMIN ACT	68322	9	79	10,843,926	319,619,656	24.1466%
76	OP AIR STATIONS	00206	13	178	10,891,255	330,510,911	24.9694%
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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:\LOTUS\94-0011\RANK3.WK1 CREATED: 19-Mar-94
UPDATED: 26-Mar-94

=U: TOTAL NUMBER OF UICs IN UNIVERSE
SORTED BY SQUARE FEET ONLY, ITEMS MEETING THRESHOLD OF 142,462 FT

ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT	CUM SQ FT	CML % OF SQ FT
48	BASES	62813	14	311	11,287,466	352,756,469	26.6500%
49	OP AIR STATIONS	60087	12	197	11,734,583	364,491,052	27.5365%
50	OP AIR STATIONS	00213	18	378	12,101,534	376,592,586	28.4508%
51	TRAIN AIR STATIONS	63043	13	176	12,117,604	388,710,190	29.3662%
52	LOGISTICS CENTERS	00104	12	177	12,176,793	400,886,983	30.2862%
53	INDUST ACTIVITIES	00181	15	459	12,212,012	413,098,995	31.2088%
54	OP AIR STATIONS	60042	15	194	12,865,093	425,964,088	32.1807%
55	BASES	00681	18	1389	14,094,437	440,058,525	33.2455%
56	OP AIR STATIONS	00318	17	635	14,511,622	454,570,147	34.3418%
57	SUPPLY CENTER	00228	18	204	15,135,919	469,706,066	35.4853%
58	OP AIR STATIONS	00620	17	334	15,425,697	485,131,763	36.6507%
59	TRAIN AIR STATIONS	62974	14	321	15,935,887	501,067,650	37.8546%
60	TECH ACTIVITIES	60530	18	1178	16,161,772	517,229,422	39.0756%
61	OP AIR STATIONS	60259	17	360	16,165,707	533,395,129	40.2969%
62	OP AIR STATIONS	60495	13	224	16,559,402	549,954,531	41.5479%
63	OP AIR STATIONS	63042	16	271	16,700,938	566,655,469	42.8096%
	BASES	61414	15	353	16,735,034	583,390,503	44.0739%
	TECH ACTIVITIES	00164	15	1398	16,892,767	600,283,270	45.3502%
66	OP AIR STATIONS	00207	17	461	17,025,419	617,308,689	46.6364%
67	TECH ACTIVITIES	63126	17	686	18,029,690	635,338,379	47.9985%
68	TRAIN AIR STATIONS	60241	14	201	18,479,472	653,817,851	49.3946%
69	OP AIR STATIONS	60191	13	319	18,501,882	672,319,733	50.7924%
70	INDUST ACTIVITIES	67004	15	127	18,516,225	690,835,958	52.1912%
71	TECH ACTIVITIES	68335	15	227	19,890,947	710,726,905	53.6939%
72	OP AIR STATIONS	00188	15	545	20,445,058	731,171,963	55.2385%
73	BASES	00389	19	626	30,222,474	761,394,437	57.5218%
74	TRAIN AIR STATIONS	00216	14	275	30,416,926	791,811,363	59.8197%
75	TECH ACTIVITIES	00421	18	726	30,866,169	822,677,532	62.1516%
76	TRAIN AIR STATIONS	00204	19	434	32,742,375	855,419,907	64.6252%
77	OP AIR STATIONS	00246	19	938	36,691,405	892,111,312	67.3972%
78	OP AIR STATIONS	60169	14	322	37,070,882	929,182,194	70.1978%
79	OP AIR STATIONS	00146	17	793	40,596,775	969,778,969	73.2648%
80	TRAIN AIR STATIONS	60508	14	257	47,574,872	1,017,353,841	76.8590%
81	BASES	67001	18	2002	84,019,106	1,101,372,947	83.2064%
82	SUPPLY CENTER	60138	15	156	222,290,153	1,323,663,100	100.0000%
/							
2				37,529	1,323,663,100		

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:V[redacted]TUS\94-0011\RANK1.WK1 CREATED: 19-Mar-94
UPDATED: 26-Mar-94

(64)
=U: TOTAL NUMBER OF UICs IN UNIVERSE
SORTED BY SQUARE FEET ONLY

RNK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT ~~(1K)~~	CUM SQ FT	CML % OF SQ FT
1	TECH ACT	94166	2	4	168	168	0.0000%
2	MISC OTHER SUPPORT	0017A	1	1	276	444	0.0000%
3	MISC OTHER SUPPORT	30316	5	12	5,614	6,058	0.0005%
4	MISC OTHER SUPPORT	63425	2	28	8,496	14,554	0.0011%
5	MEDICAL	62328	1	2	8,683	23,237	0.0017%
6	MISC OTHER SUPPORT	57055	1	1	10,175	33,412	0.0025%
7	MISC OTHER SUPPORT	30315	6	14	10,336	43,748	0.0033%
8	RESERVE CENTER	63267	1	2	11,370	55,118	0.0041%
9	RESERVE CENTER	62142	1	1	11,858	66,976	0.0050%
10	INDUST ACTIVITIES	62795	4	9	13,892	80,868	0.0061%
11	RESERVE CENTER	62052	1	2	14,242	95,110	0.0071%
12	RESERVE CENTER	62057	1	3	14,323	109,433	0.0082%
13	MEDICAL	66023	1	1	15,400	124,833	0.0094%
14	RESERVE CENTER	08915	4	8	15,926	140,759	0.0106%
15	RESERVE CENTER	62033	1	1	16,260	157,019	0.0118%
[redacted]	ADMIN ACT	45610	2	2	16,882	173,901	0.0131%
	RESERVE CENTER	08864	4	13	17,001	190,902	0.0143%
	TECH ACTIVITIES	91662	2	13	17,100	208,002	0.0156%
19	MISC OTHER SUPPORT	68373	1	1	17,167	225,169	0.0169%
20	RESERVE CENTER	61834	1	3	17,917	243,086	0.0182%
21	RESERVE CENTER	61905	2	3	18,020	261,106	0.0196%
22	RESERVE CENTER	62040	1	2	18,401	279,507	0.0210%
23	RESERVE CENTER	08912	3	11	19,460	298,967	0.0224%
24	RESERVE CENTER	61889	2	4	20,220	319,187	0.0240%
25	MISC OTHER SUPPORT	62363	1	1	20,735	339,922	0.0255%
26	RESERVE CENTER	61919	2	4	20,907	360,829	0.0271%
27	RESERVE CENTER	62268	1	3	20,985	381,814	0.0287%
28	RESERVE CENTER	62144	3	6	21,618	403,432	0.0303%
29	RESERVE CENTER	63039	5	8	21,894	425,326	0.0319%
30	RESERVE CENTER	08868	4	15	22,336	447,662	0.0336%
31	RESERVE CENTER	62247	1	1	22,377	470,039	0.0353%
32	RESERVE CENTER	61988	1	2	22,626	492,665	0.0370%
33	RESERVE CENTER	62053	2	5	22,654	515,319	0.0387%
34	RESERVE CENTER	62062	1	1	22,800	538,119	0.0404%
35	RESERVE CENTER	08914	4	17	22,831	560,950	0.0421%
36	RESERVE CENTER	61933	4	7	23,304	584,254	0.0439%
37	RESERVE CENTER	61822	3	4	23,773	608,027	0.0456%
38	RESERVE CENTER	68777	6	8	24,207	632,234	0.0475%
39	RESERVE CENTER	62090	1	2	24,460	656,694	0.0493%
40	RESERVE CENTER	62080	2	4	24,897	681,591	0.0512%
41	RESERVE CENTER	62818	2	3	25,278	706,869	0.0531%
[redacted]	RESERVE CENTER	62105	2	5	26,020	732,889	0.0550%
	RESERVE CENTER	62295	2	5	26,072	758,961	0.0570%
	RESERVE CENTER	63482	2	5	26,220	785,181	0.0589%
45	RESERVE CENTER	61893	1	2	26,316	811,497	0.0609%
46	RESERVE CENTER	62032	3	8	26,351	837,848	0.0629%
47	RESERVE CENTER	61809	2	4	26,365	864,213	0.0649%
48	RESERVE CENTER	62250	4	5	26,419	890,632	0.0669%
49	TECH ACTIVITIES	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

:\LOTUS\94-0011\RANK1.WK1 CREATED: 19-Mar-94
UPDATED: 26-Mar-94

=U: TOTAL NUMBER OF UICs IN UNIVERSE
SORTED BY SQUARE FEET ONLY

ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	CUM SQ FT	CML % OF SQ FT
50	RESERVE CENTER	61920	3	5	27,972	946,032	0.0710%
51	RESERVE CENTER	61880	2	2	28,258	974,290	0.0731%
52	RESERVE CENTER	61971	2	2	28,800	1,003,090	0.0753%
53	RESERVE CENTER	62143	4	8	28,863	1,031,953	0.0775%
54	MISC OTHER SUPPORT	45854	5	30	29,239	1,061,192	0.0797%
55	RESERVE CENTER	62154	2	4	29,404	1,090,596	0.0819%
56	RESERVE CENTER	62086	3	7	29,946	1,120,542	0.0841%
57	RESERVE CENTER	62048	3	6	30,362	1,150,904	0.0864%
58	RESERVE CENTER	66315	1	1	30,430	1,181,334	0.0887%
59	RESERVE CENTER	62037	2	4	30,806	1,212,140	0.0910%
60	RESERVE CENTER	61804	1	2	30,850	1,242,990	0.0933%
61	RESERVE CENTER	61886	3	4	30,873	1,273,863	0.0956%
62	RESERVE CENTER	62114	2	10	30,895	1,304,758	0.0979%
63	RESERVE CENTER	62066	2	6	30,946	1,335,704	0.1003%
64	RESERVE CENTER	61910	2	5	30,990	1,366,694	0.1026%
65	RESERVE CENTER	62060	3	6	31,346	1,398,040	0.1049%
	RESERVE CENTER	62085	1	3	31,471	1,429,511	0.1073%
	RESERVE CENTER	61934	3	10	31,585	1,461,096	0.1097%
68	RESERVE CENTER	61930	1	1	31,670	1,492,766	0.1121%
69	RESERVE CENTER	61863	1	1	32,000	1,524,766	0.1145%
70	RESERVE CENTER	61955	2	4	32,144	1,556,910	0.1169%
71	RESERVE CENTER	61835	1	1	32,654	1,589,564	0.1193%
72	RESERVE CENTER	61903	2	4	33,471	1,623,035	0.1218%
73	RESERVE CENTER	62107	1	1	33,556	1,656,591	0.1244%
74	RESERVE CENTER	61902	3	7	33,657	1,690,248	0.1269%
75	RESERVE CENTER	61996	2	2	33,765	1,724,013	0.1294%
76	RESERVE CENTER	61803	2	3	33,882	1,757,895	0.1320%
77	RESERVE CENTER	62248	3	7	34,650	1,792,545	0.1346%
78	RESERVE CENTER	62127	4	6	35,078	1,827,623	0.1372%
79	RESERVE CENTER	61912	2	8	35,241	1,862,864	0.1398%
80	RESERVE CENTER	62094	3	6	35,397	1,898,261	0.1425%
81	RESERVE CENTER	62748	3	7	35,509	1,933,770	0.1452%
82	RESERVE CENTER	61876	4	5	35,693	1,969,463	0.1478%
83	RESERVE CENTER	61940	3	6	35,994	2,005,457	0.1505%
84	INDUST ACTIVITIES	62791	2	3	36,472	2,041,929	0.1533%
85	RESERVE CENTER	61989	3	3	36,784	2,078,713	0.1560%
86	RESERVE CENTER	61845	4	10	37,005	2,115,718	0.1588%
87	RESERVE CENTER	62078	3	6	37,402	2,153,120	0.1616%
88	RESERVE CENTER	61839	3	3	37,559	2,190,679	0.1644%
89	RESERVE CENTER	62121	2	2	37,565	2,228,244	0.1673%
90	RESERVE CENTER	62364	1	4	37,943	2,266,187	0.1701%
91	RESERVE CENTER	61999	1	2	38,191	2,304,378	0.1730%
	RESERVE CENTER	61815	1	2	38,670	2,343,048	0.1759%
	RESERVE CENTER	62069	2	6	38,839	2,381,887	0.1788%
94	RESERVE CENTER	62046	2	3	38,854	2,420,741	0.1817%
95	RESERVE CENTER	62047	3	5	39,049	2,459,790	0.1846%
96	RESERVE CENTER	61998	2	2	39,107	2,498,897	0.1876%
97	RESERVE CENTER	62092	1	2	40,187	2,539,084	0.1906%
98	RESERVE CENTER	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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:\BTUS\94-0011\RANK1.WK1 CREATED: 19-Mar-94
UPDATED: 26-Mar-94

=U: TOTAL NUMBER OF UICs IN UNIVERSE
SORTED BY SQUARE FEET ONLY

RANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	CUM SQ FT	CML % OF SQ FT
99	RESERVE CENTER	61851	2	5	40,746	2,620,436	0.1967%
.00	MISC OTHER SUPPORT	57099	7	11	41,166	2,661,602	0.1998%
.01	RESERVE CENTER	61866	2	2	41,250	2,702,852	0.2029%
.02	RESERVE CENTER	61945	3	9	41,253	2,744,105	0.2060%
.03	RESERVE CENTER	61980	2	3	41,774	2,785,879	0.2091%
.04	RESERVE CENTER	63438	3	5	41,788	2,827,667	0.2123%
.05	RESERVE CENTER	62111	3	13	42,242	2,869,909	0.2154%
06	RESERVE CENTER	62082	2	5	42,543	2,912,452	0.2186%
07	RESERVE CENTER	62044	3	7	43,975	2,956,427	0.2219%
08	RESERVE CENTER	61842	3	4	44,157	3,000,584	0.2252%
09	RESERVE CENTER	62375	2	2	45,269	3,045,853	0.2286%
10	RESERVE CENTER	62028	2	2	45,420	3,091,273	0.2320%
.11	RESERVE CENTER	62378	1	3	45,814	3,137,087	0.2355%
12	RESERVE CENTER	61931	2	3	46,129	3,183,216	0.2389%
13	RESERVE CENTER	61881	4	6	46,160	3,229,376	0.2424%
[illegible]	RESERVE CENTER	61948	3	7	46,740	3,276,116	0.2459%
	RESERVE CENTER	68318	1	1	47,319	3,323,435	0.2495%
	ADMIN ACT	67353	5	8	48,819	3,372,254	0.2531%
17	TECH ACTIVITIES	57023	2	5	49,416	3,421,670	0.2568%
18	RESERVE CENTER	62088	2	3	49,951	3,471,621	0.2606%
19	RESERVE CENTER	62054	2	2	49,992	3,521,613	0.2644%
20	RESERVE CENTER	62109	6	22	50,064	3,571,677	0.2681%
21	RESERVE CENTER	62084	2	6	50,074	3,621,751	0.2719%
22	RESERVE CENTER	61915	2	4	50,129	3,671,880	0.2756%
23	RESERVE CENTER	62126	4	7	50,423	3,722,303	0.2794%
24	RESERVE CENTER	62100	3	6	51,600	3,773,903	0.2833%
.25	RESERVE CENTER	62095	4	5	51,627	3,825,530	0.2872%
26	RESERVE CENTER	62055	4	10	53,289	3,878,819	0.2912%
27	RESERVE CENTER	62117	5	8	53,921	3,932,740	0.2952%
28	TECH ACTIVITIES	63238	7	142	55,381	3,988,121	0.2994%
29	RESERVE CENTER	61942	2	2	55,515	4,043,636	0.3035%
30	RESERVE CENTER	61992	3	9	56,249	4,099,885	0.3078%
31	RESERVE CENTER	30924	4	14	57,999	4,157,884	0.3121%
32	RESERVE CENTER	61904	3	8	58,478	4,216,362	0.3165%
33	RESERVE CENTER	61843	4	6	58,776	4,275,138	0.3209%
34	RESERVE CENTER	62146	5	11	58,972	4,334,110	0.3253%
.35	RESERVE CENTER	61917	1	1	59,000	4,393,110	0.3298%
36	RESERVE CENTER	61959	3	10	59,029	4,452,139	0.3342%
.37	MISC OTHER SUPPORT	62892	7	17	59,293	4,511,432	0.3387%
.38	RESERVE CENTER	61921	2	3	59,951	4,571,383	0.3432%
.39	RESERVE CENTER	62035	5	10	60,042	4,631,425	0.3477%
[illegible]	RESERVE CENTER	61982	2	4	60,360	4,691,785	0.3522%
	TECH ACTIVITIES	65584	3	8	61,403	4,753,188	0.3568%
	RESERVE CENTER	61944	3	9	61,617	4,814,805	0.3614%
.43	RESERVE CENTER	62135	5	12	62,555	4,877,360	0.3661%
.44	RESERVE CENTER	63249	2	3	63,546	4,940,906	0.3709%
.45	RESERVE CENTER	61938	3	4	64,159	5,005,065	0.3757%
46	MISC OTHER SUPPORT	00743	5	77	64,373	5,069,438	0.3805%
47	INPUT ACTIVITIES	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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:\LOTUS\94-0011\RANK1.WK1 CREATED: 19-Mar-94
UPDATED: 26-Mar-94

=U: TOTAL NUMBER OF UICs IN UNIVERSE
SORTED BY SQUARE FEET ONLY

ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	CUM SQ FT	CML % OF SQ FT
48	RESERVE CENTER	61926	2	2	67,340	5,201,178	0.3904%
49	RESERVE CENTER	61821	2	2	68,589	5,269,767	0.3956%
50	RESERVE CENTER	62145	5	6	69,567	5,339,334	0.4008%
51	RESERVE CENTER	30530	5	14	73,831	5,413,165	0.4063%
52	MEDICAL	00105	2	2	73,949	5,487,114	0.4119%
53	TECH ACTIVITIES	62190	6	26	75,219	5,562,333	0.4175%
54	MISC OTHER SUPPORT	66754	9	36	78,346	5,640,679	0.4234%
55	SUPPLY CENTER	68836	7	32	79,391	5,720,070	0.4294%
56	MISC OTHER SUPPORT	68711	2	12	80,258	5,800,328	0.4354%
57	RESERVE CENTER	62098	5	8	83,030	5,883,358	0.4416%
58	RESERVE CENTER	62128	4	12	83,586	5,966,944	0.4479%
59	TECH ACTIVITIES	62701	13	46	84,662	6,051,606	0.4543%
60	RESERVE CENTER	62757	2	5	86,370	6,137,976	0.4607%
61	ADMIN ACT	67443	4	6	88,539	6,226,515	0.4674%
62	MISC OTHER SUPPORT	70273	6	25	89,002	6,315,517	0.4741%
[illegible]	MISC OTHER SUPPORT	00849	11	40	89,815	6,405,332	0.4808%
	MISC OTHER SUPPORT	63063	1	4	90,564	6,495,896	0.4876%
	TECH ACTIVITIES	91780	3	5	90,740	6,586,636	0.4944%
66	RESERVE CENTER	61927	3	11	91,356	6,677,992	0.5013%
67	RESERVE CENTER	62119	4	6	92,468	6,770,460	0.5082%
68	MEDICAL	00162	2	5	93,399	6,863,859	0.5152%
69	RESERVE CENTER	61968	3	11	96,689	6,960,548	0.5225%
70	ADMIN ACT	67391	9	22	97,201	7,057,749	0.5298%
71	MISC OTHER SUPPORT	70240	8	25	101,089	7,158,838	0.5374%
72	RESERVE CENTER	66231	5	9	106,600	7,265,438	0.5454%
73	MISC OTHER SUPPORT	00702	11	36	112,498	7,377,936	0.5538%
74	MEDICAL	00267	5	13	113,640	7,491,576	0.5624%
75	TECH ACTIVITIES	91982	7	33	119,129	7,610,705	0.5713%
76	MEDICAL	66094	4	10	119,873	7,730,578	0.5803%
77	RESERVE CENTER	61897	5	11	121,241	7,851,819	0.5894%
78	MISC OTHER SUPPORT	44699	5	7	122,014	7,973,833	0.5986%
79	ADMIN ACT	68317	4	6	130,290	8,104,123	0.6083%
80	RESERVE CENTER	61870	2	3	130,749	8,234,872	0.6182%
81	ADMIN ACT	67011	7	15	138,992	8,373,864	0.6286%
82	TECH ACTIVITIES	45534	6	9	141,200	8,515,064	0.6392%
83	RESERVE CENTER	62103	3	8	142,462	8,657,526	0.6499%
84	MISC OTHER SUPPORT	63038	14	95	144,248	8,801,774	0.6607%
85	MISC OTHER SUPPORT	00788	7	49	152,182	8,953,956	0.6721%
86	SCHOOLS	62741	8	21	155,483	9,109,439	0.6838%
87	SCHOOLS	62603	3	12	155,889	9,265,328	0.6955%
88	SCHOOLS	63401	2	6	169,721	9,435,049	0.7082%
89	ADMIN ACT	62285	8	59	170,415	9,605,464	0.7210%
	IRP'S	91741	4	11	177,462	9,782,926	0.7344%
	MISC OTHER SUPPORT	63886	10	100	180,550	9,963,476	0.7479%
92	SCHOOLS	64356	5	9	182,156	10,145,632	0.7616%
93	TECH ACTIVITIES	61762	6	50	188,670	10,334,302	0.7757%
94	ADMIN ACT	67029	5	16	193,805	10,528,107	0.7903%
95	MISC OTHER SUPPORT	63891	9	55	207,970	10,736,077	0.8059%
96	MEDICAL	68088	6	13	[illegible]	[illegible]	[illegible]

Walk-Ins

:\LOTUS\94-0011\RANK1.WK1 CREATED: 19-Mar-94
UPDATED: 26-Mar-94

=U: TOTAL NUMBER OF UICs IN UNIVERSE
SORTED BY SQUARE FEET ONLY

ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	CUM SQ FT	CML % OF SQ FT
97	MISC OTHER SUPPORT	70272	12	149	218,923	11,171,190	0.8386%
98	MEDICAL	00231	9	16	221,011	11,392,201	0.8552%
99	MEDICAL	66898	2	3	226,059	11,618,260	0.8721%
00	MEDICAL	60002	4	4	229,121	11,847,381	0.8893%
01	MEDICAL	00285	5	6	240,921	12,088,302	0.9074%
02	BASES	68890	11	28	245,560	12,333,862	0.9258%
03	IRP'S	92782	6	11	254,950	12,588,812	0.9450%
04	INDUST ACTIVITIES	65114	7	46	258,163	12,846,975	0.9644%
05	INDUST ACTIVITIES	65113	6	16	277,833	13,124,808	0.9852%
06	MEDICAL	68086	10	23	279,327	13,404,135	1.0062%
07	TECH ACTIVITIES	61339	3	4	288,877	13,693,012	1.0279%
08	OP AIR STATIONS	00276	4	6	297,464	13,990,476	1.0502%
09	MEDICAL	00203	3	4	301,686	14,292,162	1.0728%
10	MEDICAL	68095	9	11	306,131	14,598,293	1.0958%
11	MISC OTHER SUPPORT	70243	9	137	316,222	14,914,515	1.1196%
1[illegible]	SCHOOLS	68437	1	3	324,500	15,239,015	1.1439%
	MEDICAL	68096	5	11	335,994	15,575,009	1.1691%
	MISC OTHER SUPPORT	00950	9	209	343,143	15,918,152	1.1949%
15	SCHOOLS	61665	7	24	375,798	16,293,950	1.2231%
16	IRP'S	93880	3	5	377,639	16,671,589	1.2515%
17	MEDICAL	61337	6	13	386,574	17,058,163	1.2805%
18	SCHOOLS	61797	2	22	390,284	17,448,447	1.3098%
19	INDUST ACTIVITIES	62395	6	64	397,287	17,845,734	1.3396%
20	MEDICAL	68084	5	5	408,126	18,253,860	1.3702%
21	MISC OTHER SUPPORT	62477	8	57	408,220	18,662,080	1.4009%
22	MEDICAL	00232	4	11	417,272	19,079,352	1.4322%
23	BASES	68891	12	29	417,520	19,496,872	1.4635%
24	IRP'S	94750	6	91	426,527	19,923,399	1.4956%
25	RESERVE CENTER	68174	3	6	444,784	20,368,183	1.5289%
26	IRP'S	90691	3	4	449,635	20,817,818	1.5627%
27	MEDICAL	68093	8	13	474,195	21,292,013	1.5983%
28	MEDICAL	68094	9	14	478,694	21,770,707	1.6342%
29	SCHOOLS	00124	8	23	485,434	22,256,141	1.6707%
30	MISC OTHER SUPPORT	70092	10	42	494,080	22,750,221	1.7077%
31	SCHOOLS	00948	10	42	505,174	23,255,395	1.7457%
32	SCHOOLS	68701	1	1	533,600	23,788,995	1.7857%
33	INDUST ACTIVITIES	65918	6	38	540,809	24,329,804	1.8263%
34	IRP'S	94307	4	6	578,381	24,908,185	1.8697%
35	BASES	63406	15	87	583,310	25,491,495	1.9135%
36	TECH ACTIVITIES	63394	6	76	607,320	26,098,815	1.9591%
37	INDUST ACTIVITIES	62755	7	118	631,647	26,730,462	2.0065%
3[illegible]	IRP'S	91571	10	238	645,228	27,375,690	2.0550%
	LOGISTICS CENTERS	60672	8	311	677,518	28,053,208	2.1058%
	INDUST ACTIVITIES	00187	8	123	686,941	28,740,149	2.1574%
4[illegible]	SCHOOLS	67082	11	63	691,388	29,431,537	2.2093%
42	ADMIN ACT	67385	10	93	703,036	30,134,573	2.2621%
43	BASES	68436	17	129	706,525	30,841,098	2.3151%
44	IRP'S	95137	8	182	727,782	31,568,880	2.3697%
45	BASES	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

A-2C-38

:\LOTUS\94-0011\RANK1.WK1 CREATED: 19-Mar-94
UPDATED: 26-Mar-94

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RANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	CUM SQ FT	CML % OF SQ FT
46	IRP'S	91041	3	8	813,072	33,123,295	2.4864%
47	IRP'S	91285	7	35	838,615	33,961,910	2.5494%
48	IRP'S	95918	8	215	841,342	34,803,252	2.6125%
49	INDUST ACTIVITIES	62586	8	79	850,188	35,653,440	2.6763%
50	MISC OTHER SUPPORT	57095	8	66	856,805	36,510,245	2.7406%
51	MEDICAL	00211	10	28	874,519	37,384,764	2.8063%
52	MEDICAL	00183	12	45	877,160	38,261,924	2.8721%
53	SCHOOLS	62271	10	75	940,992	39,202,916	2.9428%
54	TECH ACTIVITIES	00163	12	80	969,945	40,172,861	3.0156%
55	INDUST ACTIVITIES	63387	8	177	1,011,642	41,184,503	3.0915%
56	TECH ACTIVITIES	65540	10	53	1,015,192	42,199,695	3.1677%
57	TECH ACTIVITIES	65226	9	90	1,102,477	43,302,172	3.2505%
58	LOGISTICS CENTERS	63028	12	172	1,105,434	44,407,606	3.3335%
59	LOGISTICS CENTERS	68733	8	102	1,129,627	45,537,233	3.4183%
60	INDUST ACTIVITIES	68438	6	56	1,154,522	46,691,755	3.5049%
[illegible]	TECH ACTIVITIES	60921	15	238	1,235,400	47,927,155	3.5977%
	TECH ACTIVITIES	61331	17	179	1,272,778	49,199,933	3.6932%
	SUPPLY CENTER	00406	11	50	1,316,069	50,516,002	3.7920%
64	INDUST ACTIVITIES	44466	8	55	1,394,615	51,910,617	3.8967%
65	MEDICAL	00259	9	16	1,397,810	53,308,427	4.0016%
66	SCHOOLS	00281	12	102	1,402,088	54,710,515	4.1068%
67	LOGISTICS CENTERS	63402	9	162	1,559,028	56,269,543	4.2239%
68	IRP'S	91192	7	33	1,581,870	57,851,413	4.3426%
69	IRP'S	93055	9	43	1,608,800	59,460,213	4.4634%
70	OP AIR STATIONS	00196	14	73	1,636,578	61,096,791	4.5862%
71	TECH ACTIVITIES	00197	10	91	1,651,366	62,748,157	4.7102%
72	BASES	62021	15	204	1,659,257	64,407,414	4.8347%
73	BASES	42237	16	107	1,709,086	66,116,500	4.9630%
74	ADMIN ACT	00205	13	76	1,734,035	67,850,535	5.0932%
75	IRP'S	90845	6	31	1,809,593	69,660,128	5.2290%
76	TECH ACTIVITIES	66001	13	329	1,814,053	71,474,181	5.3652%
77	LOGISTICS CENTERS	00383	10	46	2,172,787	73,646,968	5.5283%
78	SUPPLY CENTER	61119	10	72	2,175,757	75,822,725	5.6916%
79	TECH ACTIVITIES	00167	14	263	2,206,488	78,029,213	5.8573%
80	TECH ACTIVITIES	66604	16	215	2,228,989	80,258,202	6.0246%
81	BASES	61755	17	151	2,231,180	82,489,382	6.1921%
82	LOGISTICS CENTERS	60478	16	505	2,323,298	84,812,680	6.3665%
83	TECH ACTIVITIES	00253	17	334	2,387,988	87,200,668	6.5457%
84	BASES	00129	17	280	2,434,024	89,634,692	6.7284%
85	TECH ACTIVITIES	0534A	14	245	2,576,662	92,211,354	6.9218%
86	OP AIR STATIONS	00166	11	41	2,698,199	94,909,553	7.1244%
[illegible]	MEDICAL	00169	14	117	2,761,426	97,670,979	7.3317%
	TECH ACTIVITIES	00174	18	1138	2,761,987	100,432,966	7.5390%
	LOGISTICS CENTERS	00193	16	450	2,776,367	103,209,333	7.7474%
90	LOGISTICS CENTERS	60036	16	616	2,895,291	106,104,624	7.9647%
91	SCHOOLS	00693	12	146	3,027,203	109,131,827	8.1920%
92	INDUST ACTIVITIES	60258	10	149	3,041,290	112,173,117	8.4203%
93	SCHOOLS	62661	15	172	3,155,988	115,329,105	8.6572%
94	SUPPLY CENTER	[illegible]	11	[illegible]	[illegible]	[illegible]	[illegible]

A-26,329

:\LOTUS\94-0011\RANK1.WK1 CREATED: 19-Mar-94
UPDATED: 26-Mar-94

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:ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	CUM SQ FT	CML % OF SQ FT
:95	LOGISTICS CENTERS	68297	12	680	3,267,428	121,812,379	9.1439%
:96	TECH ACTIVITIES	65980	12	111	3,273,026	125,085,405	9.3895%
:97	TECH ACTIVITIES	00173	16	298	3,438,467	128,523,872	9.6476%
:98	BASES	00245	17	211	3,540,130	132,064,002	9.9134%
:99	INDUST ACTIVITIES	00102	13	185	3,703,746	135,767,748	10.1914%
00	SCHOOLS	67399	17	400	3,887,739	139,655,487	10.4832%
:01	LOGISTICS CENTERS	00109	17	655	3,957,493	143,612,980	10.7803%
:02	BASES	62688	14	155	4,326,856	147,939,836	11.1051%
:03	SUPPLY CENTER	00244	16	216	4,408,334	152,348,170	11.4360%
04	MISC OTHER SUPPORT	00171	16	195	4,511,234	156,859,404	11.7747%
05	TECH ACTIVITIES	62269	14	97	4,618,540	161,477,944	12.1213%
06	SUPPLY CENTER	00604	13	170	4,800,146	166,278,090	12.4817%
07	SCHOOLS	00243	13	110	4,945,666	171,223,756	12.8529%
08	INDUST ACTIVITIES	00311	11	211	5,222,968	176,446,724	13.2450%
09	LOGISTICS CENTERS	60701	15	816	5,495,122	181,941,846	13.6575%
10	SCHOOLS	00210	15	148	5,557,195	187,499,041	14.0746%
	BASES	60201	18	239	6,152,345	193,651,386	14.5364%
	INDUST ACTIVITIES	00251	16	236	6,254,320	199,905,706	15.0059%
13	IRP'S	96095	12	73	6,485,054	206,390,760	15.4927%
14	SCHOOLS	00161	14	193	6,535,920	212,926,680	15.9833%
15	OP AIR STATIONS	67604	8	79	6,911,702	219,838,382	16.5022%
16	MISC OTHER SUPPORT	62604	13	155	7,557,899	227,396,281	17.0695%
17	IRP'S	91961	10	107	7,781,953	235,178,234	17.6537%
18	OP AIR STATIONS	60462	16	170	7,950,062	243,128,296	18.2504%
19	OP AIR STATIONS	00158	13	125	7,977,124	251,105,420	18.8492%
20	MISC OTHER SUPPORT	62583	16	395	8,030,775	259,136,195	19.4521%
21	TRAIN AIR STATIONS	00639	14	306	8,305,732	267,441,927	20.0755%
22	OP AIR STATIONS	00101	13	121	8,990,568	276,432,495	20.7504%
23	SCHOOLS	00264	18	499	10,099,106	286,531,601	21.5085%
24	INDUST ACTIVITIES	62204	13	205	10,109,026	296,640,627	22.2673%
25	SUPPLY CENTER	00189	13	267	10,165,585	306,806,212	23.0304%
26	SCHOOLS	00263	15	309	10,484,582	317,290,794	23.8174%
27	ADMIN ACT	68322	9	79	10,843,926	328,134,720	24.6314%
28	OP AIR STATIONS	00206	13	178	10,891,255	339,025,975	25.4490%
29	MISC OTHER SUPPORT	00886	11	271	10,958,092	349,984,067	26.2716%
30	BASES	62813	14	311	11,287,466	361,271,533	27.1189%
31	OP AIR STATIONS	60087	12	197	11,734,583	373,006,116	27.9997%
32	OP AIR STATIONS	00213	18	378	12,101,534	385,107,650	28.9081%
33	TRAIN AIR STATIONS	63043	13	176	12,117,604	397,225,254	29.8177%
34	LOGISTICS CENTERS	00104	12	177	12,176,793	409,402,047	30.7318%
35	INDUST ACTIVITIES	00181	15	459	12,212,012	421,614,059	31.6485%
36	OP AIR STATIONS	60042	15	194	12,865,093	434,479,152	32.6142%
	BASES	00681	18	1389	14,094,437	448,573,589	33.6722%
	OP AIR STATIONS	00318	17	635	14,511,622	467,085,211	34.7615%
39	SUPPLY CENTER	00229	18	204	15,135,919	478,221,130	35.8977%
40	OP AIR STATIONS	00620	17	334	15,425,697	493,646,827	37.0556%
41	TRAIN AIR STATIONS	62974	14	321	15,935,887	509,582,714	38.2518%
42	TECH ACTIVITIES	60530	18	1178	16,161,772	525,744,486	39.4650%
43	OP AIR STATIONS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

A-240,410

:\LOTUS\94-0011\RANK1.WK1 CREATED: 19-Mar-94
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ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	CUM SQ FT	CML % OF SQ FT
44	OP AIR STATIONS	60495	13	224	16,559,402	558,469,595	41.9215%
45	OP AIR STATIONS	63042	16	271	16,700,938	575,170,533	43.1752%
46	BASES	61414	15	353	16,735,034	591,905,567	44.4314%
47	TECH ACTIVITIES	00164	15	1398	16,892,767	608,798,334	45.6995%
48	OP AIR STATIONS	00207	17	461	17,025,419	625,823,753	46.9775%
49	TECH ACTIVITIES	63126	17	686	18,029,690	643,853,443	48.3309%
50	TRAIN AIR STATIONS	60241	14	201	18,479,472	662,332,915	49.7180%
51	OP AIR STATIONS	60191	13	319	18,501,882	680,834,797	51.1069%
52	INDUST ACTIVITIES	67004	15	127	18,516,225	699,351,022	52.4968%
53	TECH ACTIVITIES	68335	15	227	19,890,947	719,241,969	53.9899%
54	OP AIR STATIONS	00188	15	545	20,445,058	739,687,027	55.5246%
55	BASES	00389	19	626	30,222,474	769,909,501	57.7933%
56	TRAIN AIR STATIONS	00216	14	275	30,416,926	800,326,427	60.0765%
57	TECH ACTIVITIES	00421	18	726	30,866,169	831,192,596	62.3935%
58	TRAIN AIR STATIONS	00204	19	434	32,742,375	863,934,971	64.8513%
[illegible]	OP AIR STATIONS	00246	19	938	36,691,405	900,626,376	67.6056%
	OP AIR STATIONS	60169	14	322	37,070,882	937,697,258	70.3883%
	OP AIR STATIONS	00146	17	793	40,596,775	978,294,033	73.4357%
62	TRAIN AIR STATIONS	60508	14	257	47,574,872	1,025,868,905	77.0069%
63	BASES	67001	18	2002	84,019,106	1,109,888,011	83.3138%
64	SUPPLY CENTER	60138	15	156	222,290,153	1,332,178,164	100.0000%
					1,332,178,164		

FUNCTIONAL CATEGORIES

(3)

DEPARTMENT OF THE NAVY FACILITY CATEGORY CODES
NAVFAC P-72 APRIL 1984

Category Code	Description
Operational & Training Facilities:	
(7) 11	Airfield Pavements
12	Liquid Fueling and Dispensing Facilities
13	Communications, Navigational Aids and Airfield Lighting
14	Land Operational Facilities
15	Waterfront Operational Facilities
16	Harbor and Coastal Facilities
17	Training Facilities
Maintenance and Production Facilities:	
21	Maintenance Facilities
(2) 22	Production Facilities
RDT&E Facilities:	
31	Science Laboratories
(4) 32	Underwater Equipment (Buildings used in research, development and testing of underwater equipment)
37	Range Facilities
(39)	RDT&E Other Than Buildings (Scientific structures such as test tracks, wind tunnels, etc.)
upply Facilities:	
(41)	Liquid Storage - Fuel and Non-propellants
(5) 42	Ammunition Storage
43	Cold Storage Depot
44	General Supply Buildings
45	Storage - Open
Hospital-Medical Facilities:	
(4) 51	Medical Center/Hospital
53	Laboratories (Laboratory, veterinary, preventive medicine and other ancillary facilities)
54	Dental Clinics
55	Medical Clinics
Administrative Facilities:	
61	Administrative Buildings
(3) 62	Administrative Structures - Underground
(69)	Administrative Structures Other Than Buildings
Family Housing:	
71	Family Housing
(6) 72	Unaccompanied Personnel Housing
73	Community Facilities - Personnel Support and Service
~~74~~	Community Facilities - Morale, Welfare and Recreational - Interior (Indoor)
~~75~~	Community Facilities - Morale, Welfare and Recreational - Exterior (Outdoor)
~~76~~	Museums and Memorials

TOSS OUT

Utilities and Ground Improvements:

81	Electric Power
82	Heat and Refrigeration (Air Conditioning)
(9) 83	Sewage and Industrial Waste - Treatment and Disposal
84	Water - Supply, Treatment and Storage - Potable
85	Roads and Streets
86	Railroad Tracks
87	Ground Improvement Structures
88	Fire and Other Alarm Systems
89	Miscellaneous Utilities

Real Estate:

91	Land - Government Owned
(3) 92	Land - Other Rights (Easements, Leases, etc.)
~~93~~	Improvements

43

NOT ON LISTING

A-26043

\LOTUS\94-0011\RANKWGHT.WK1 CREATED:19-Mar-94
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. TOTAL NUMBER OF UICs IN UNIVERSE
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A1 ADMIN ACT
A2 MEDICAL
A3 NCR
A4 RESERVE CNTR
B1 BASES
B2 OP AIR STATIONS
B3 MISC OTHER SUPRT

C1 TRAIN AIR STA
C2 SCHOOLS
D1 LOGISTIC CNTRS
D2 INDUS ACTS
D3 IRP'S
E1 SUPPLY CNTRS
F1 TECH ACTS

ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	WEIGHT FACTOR A*B*C	CUMULATIVE WEIGHT FACTOR	PROB OF SELECTION
1	ADMIN	00205	25	311	5912.517	45969820	45969819.675	
2	ADMIN	68322	18	126	12711.1	28828775	74798594.475	
3	ADMIN	67385	21	314	2450.742	16160193	90958787.223	
4	ADMIN	62285	20	115	1126.052	2589920	93548706.823	
5	ADMIN	67443	9	264	968.058	2300106	95848812.631	
6	ADMIN	67353	12	36	1445.012	624245	96473057.815	
7	ADMIN	67391	15	52	645.496	503487	96976544.695	
8	ADMIN	68317	10	76	547.678	416235	97392779.975	
9	ADMIN	67029	12	37	468.868	208177	97600957.367	
.0	ADMIN	67011	14	31	308.532	133903	97734860.255	
.1	ADMIN	45610	5	7	411.626	40339	97775199.603	
12	BASES	67001	35	4165	198407.66	28922877511	29020652711	
.3	BASES	00681	35	3096	133835.24	14502386931	43523039642	
.4	BASES	00389	34	1992	57066.815	3865021246	47388060889	
.5	BASES	61414	30	928	36578.81	1018354070	48406414959	
	BASES	60201	33	1005	23679.821	713946603	49120361562	
	BASES	00129	32	1101	18398.466	648214754	49768576316	
.8	BASES	62813	29	885	24776.789	635896290	50404472606	
.9	BASES	68436	35	771	19903.77	537103233	50941575839	
20	BASES	60028	35	600	26968.835	566345535	51507921374	
21	BASES	42237	32	560	34315.134	672576626	52180498001	
22	BASES	00245	31	591	15547.644	284848386	52465346386	
23	BASES	62688	26	375	22386.698	218270306	52683616692	
24	BASES	61755	28	431	17004.845	205214469	52888831161	
25	BASES	61165	30	407	9447.5	107663710	52996494871	
26	BASES	61174	28	427	6299.988	80702846	53077197718	
27	BASES	62021	23	296	5894.544	40130056	53117327773	
28	BASES	63406	25	162	3498.527	14169034	53131496808	
29	BASES	00314	21	197	2912.735	12049985	53143546792	
30	BASES	68891	24	83	3531.062	7033876	53150580668	
31	BASES	68890	22	69	1664.944	2527385	53153108053	
32	BASES	68889	19	45	1299.712	1111254	53154219307	
33	INDUST ACTS	00221	33	951	31228.953	980058232	54134277539	
34	INDUST ACTS	00251	35	1172	18271.495	749496725	54883774263	
35	INDUST ACTS	67004	31	706	34207.677	748669219	55632443482	
36	INDUST ACTS	62755	20	1524	23652.123	720916709	56353360191	
37	INDUST ACTS	62204	31	755	22855.822	534940514	56888300705	
38	INDUST ACTS	63387	23	930	23336.642	499170772	57387471478	
39	INDUST ACTS	62395	18	1233	20135.055	446877411	57834348888	
40	INDUST ACTS	00181	30	654	19682.633	386173259	58220522148	
[illegible]	INDUST ACTS	00187	22	728	18633.175	298428931	58518951079	
[illegible]	[illegible]UST ACTS	68378	20	568	14826.279	168426529	58687377608	
[illegible]	[illegible]UST ACTS	00102	30	513	8949.077	137726295	58825103903	
[illegible]	INDUST ACTS	00191	26	297	17136.973	132331706	58957435609	
45	INDUST ACTS	00311	23	302	11922.782	82815644	59040251252	
46	INDUST ACTS	65114	19	668	3776.37	47929688	59088180940	
47	INDUST ACTS	60258	22	242	8279.914	38071045	59126251985	

ENCLOSURE (2)
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Sorted By:
1. mission Cat
2. weight Factor

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ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	WEIGHT FACTOR A*B*C	CUMULATIVE WEIGHT FACTOR	PROB OF SELECTION
48	INDUST ACTS	65113	19	141	10035.975	26886377	59153138362	
49	INDUST ACTS	44466	20	93	3615.828	6389168	59159527530	
50	INDUST ACTS	62586	19	115	2939.931	6423749	59165951279	
51	INDUST ACTS	68438	16	113	2089.695	3778169	59169729448	
52	INDUST ACTS	65918	8	46	681.083	250639	59169980086	
53	INDUST ACTS	62795	9	27	258.185	62739	59170042825	
54	INDUST ACTS	62791	2	3	36.472	219	59170043044	
55	INDUST ACTS	62789	1	1	64.4	64	59170043109	
56	IRP'S	91961	21	170	12067.964	43082631	59213125740	
57	IRP'S	95918	18	247	9171.819	40777907	59253903647	
58	IRP'S	95137	17	403	4136.187	28337017	59282240664	
59	IRP'S	96095	24	111	8134.042	21669088	59303909752	
60	IRP'S	91571	22	338	2568.63	19100333	59323010085	
61	IRP'S	91571	22	338	2568.63	19100333	59342110418	
62	IRP'S	93055	21	84	3791.648	6688467	59348798885	
	IRP'S	94750	13	136	1794.811	3173226	59351972111	
	IRP'S	90845	14	64	3303.418	2959863	59354931973	
65	IRP'S	91192	18	66	2449.817	2910383	59357842356	
66	IRP'S	91285	14	58	2115.126	1717482	59359559838	
67	IRP'S	94307	13	32	1534.865	638504	59360198342	
68	IRP'S	91041	9	21	1490.674	281737	59360480079	
69	IRP'S	93880	9	22	1257.434	248972	59360729051	
70	IRP'S	92782	13	24	568.797	177465	59360906516	
71	IRP'S	91741	9	25	411.105	92499	59360999014	
72	IRP'S	90691	8	12	523.484	50254	59361049269	
73	LOGISTICS	60701	32	1251	41051.057	410838978	59771888247	
74	LOGISTICS	00193	33	854	32017.433	902315297	60674203544	
75	LOGISTICS	00109	34	1095	13389.99	498509328	61172712872	
76	LOGISTICS	68297	27	842	17914.349	407264810	61579977682	
77	LOGISTICS	60478	32	774	15129.296	316172028	61896149710	
78	LOGISTICS	60036	31	872	13243.29	369540764	62265690474	
79	LOGISTICS	00104	25	334	19148.639	159891136	62425581610	
80	LOGISTICS	60872	17	273	8397.461	57312671	62482894281	
81	LOGISTICS	68733	18	130	8555.767	20020495	62502914776	
82	LOGISTICS	63028	23	221	2903.535	14758668	62517673444	
83	LOGISTICS	00383	21	125	4146.583	10884780	62528558225	
84	LOGISTICS	63402	16	194	3500.896	10866781	62539425006	
85	MEDICAL	00275	26	291	17017.86	128757129	62668182135	
86	MEDICAL	00168	24	234	6176.549	34687499	62702869634	
87	MEDICAL	00183	22	98	5215.468	11244549	62714114183	
88	MEDICAL	00619	22	99	2801.23	6101079	62720215262	
	MEDICAL	00211	19	64	2984.3	3628909	62723844170	
	MEDICAL	00259	16	44	3419.32	2407201	62726251372	
91	MEDICAL	61337	17	91	1141.157	1765370	62728016742	
92	MEDICAL	68094	20	52	1408.986	1465345	62729482087	
93	MEDICAL	68086	20	40	760.873	608698	62730090785	
94	MEDICAL	68095	18	33	950.89	564829	62730655614	

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A-1 [illegible]

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ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	WEIGHT FACTOR A*B*C	CUMULATIVE WEIGHT FACTOR	PROB OF SELECTION
95	MEDICAL	65492	15	29	943.838	410570	62731066184	
96	MEDICAL	68093	13	24	1131.029	352881	62731419065	
97	MEDICAL	00231	18	34	484.604	296578	62731715642	
98	MEDICAL	00232	11	25	843.717	232022	62731947665	
99	MEDICAL	00285	13	26	535.031	180840	62732128505	
00	MEDICAL	68098	9	28	525.904	132528	62732261033	
01	MEDICAL	00267	13	36	280.103	131088	62732392121	
02	MEDICAL	60002	13	20	526.067	136777	62732528898	
03	MEDICAL	00203	9	13	997.84	116747	62732645646	
04	MEDICAL	68084	10	13	794.073	103229	62732748875	
05	MEDICAL	00162	8	19	230.332	35010	62732783886	
06	MEDICAL	66898	5	10	472.417	23621	62732807507	
07	MEDICAL	66094	6	13	225.857	17617	62732825123	
08	MEDICAL	00105	5	5	93.518	2338	62732827461	
[illegible]	MEDICAL	62328	3	6	35.224	634	62732828095	
	MEDICAL	66023	1	1	15.4	15	62732828111	
	OP AIR	00246	36	1341	102990.87	4971987530	67704815641	
.12	OP AIR	00146	33	1911	71240.882	4492663742	72197479382	
13	OP AIR	60050	30	1373	58815.569	2664874616	74862353998	
14	OP AIR	60169	30	751	68656.223	1546824704	76409178702	
.15	OP AIR	00318	32	1214	38258.338	1486259915	77895438617	
.16	OP AIR	00207	33	1005	41187.916	1365997234	79261435851	
.17	OP AIR	00213	34	1463	25976.913	1292143606	80553579457	
.18	OP AIR	60200	31	900	40134.792	1228124635	81781704092	
.19	OP AIR	60259	34	669	50702.752	1051524374	82833228466	
.20	OP AIR	63042	32	973	35613.296	1108855584	83942084050	
.21	OP AIR	00158	27	282	112769.06	858623623	84800707673	
.22	OP AIR	60191	29	854	31360.489	723110155	85523817829	
.23	OP AIR	00620	33	675	37007.514	824342374	86348160203	
.24	OP AIR	00236	31	529	45415.012	744760782	87092920985	
.25	OP AIR	00188	29	762	31964.96	706361686	87799282671	
.26	OP AIR	60462	31	781	26686.454	604421497	88403704168	
.27	OP AIR	60495	28	735	28191.41	642341277	89046045444	
.28	OP AIR	00334	24	534	38532.293	493829867	89539875311	
.29	OP AIR	60087	28	718	21220.512	365671863	89905547174	
.30	OP AIR	60042	30	464	20767.556	269812088	90175359262	
.31	OP AIR	62494	31	324	18217.528	182976851	90358336113	
.32	OP AIR	00206	26	357	15489.89	143777159	90502113272	
.33	OP AIR	00101	29	331	11584.729	111201814	90613315086	
134	OP AIR	00215	27	276	12504.183	93181172	90706496257	
[illegible]	OP AIR	61577	25	229	14513.22	83088185	90789584442	
	OP AIR	67604	15	131	7384.622	14510782	90804095224	
	OP AIR	00196	29	157	3169.128	14429040	90818524264	
138	OP AIR	00166	19	67	3584.974	4563672	90823087936	
139	OP AIR	00276	6	13	321.017	25039	90823112975	
140	OTHER SUPRT	62583	33	930	48337.585	1483480484	92306593459	
141	OTHER SUPRT	00886	25	444	18207.505	202103306	92508696764	

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J: TOTAL NUMBER OF UICs IN UNIVERSE
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142	OTHER SUPRT	62604	27	326	19063.028	167792772	92676489537	
143	OTHER SUPRT	00171	29	379	11061.686	121578991	92798068528	
144	OTHER SUPRT	00950	21	330	3488.355	24174300	92822242828	
145	OTHER SUPRT	63038	27	258	2887.992	20117752	92842360580	
146	OTHER SUPRT	63886	22	173	4635.596	17643078	92860003658	
147	OTHER SUPRT	70243	19	228	3099.885	13428702	92873432360	
148	OTHER SUPRT	63891	22	247	1944.883	10568494	92884000854	
149	OTHER SUPRT	70272	26	259	1516.486	10212017	92894212871	
150	OTHER SUPRT	66754	21	213	2088.908	9343685	92903556557	
151	OTHER SUPRT	57095	18	119	2043.675	5107144	92908663700	
152	OTHER SUPRT	00702	24	204	885.411	4334972	92912998673	
153	OTHER SUPRT	62474	17	95	2506.859	4048577	92917047250	
154	OTHER SUPRT	70273	16	71	2692.828	3059053	92920106303	
155	OTHER SUPRT	00849	23	95	1063.63	2324032	92922430334	
15[illegible]	OTHER SUPRT	00788	18	97	1095.505	1912752	92924343086	
[illegible]	THER SUPRT	70092	19	78	1233.565	1828143	92926171229	
[illegible]	THER SUPRT	63138	10	209	670.67	1401700	92927572930	
159	OTHER SUPRT	70240	15	60	1355.398	1219858	92928792788	
160	OTHER SUPRT	00743	14	123	285.536	491693	92929284481	
161	OTHER SUPRT	44699	9	13	2063.645	375583	92929660064	
162	OTHER SUPRT	62892	18	52	367.835	344294	92930004358	
163	OTHER SUPRT	68759	7	91	452.392	288174	92930292531	
164	OTHER SUPRT	63063	3	34	2321.766	236820	92930529351	
165	OTHER SUPRT	63425	8	41	493.128	161746	92930691097	
166	OTHER SUPRT	62477	8	26	602.201	125258	92930816355	
167	OTHER SUPRT	45854	13	70	110.761	62026	92930878381	
168	OTHER SUPRT	68711	7	21	167.914	24683	92930903065	
169	OTHER SUPRT	57099	13	24	75.07	23422	92930926487	
170	OTHER SUPRT	30315	15	28	54.994	23097	92930949584	
171	OTHER SUPRT	30316	10	21	21.422	4499	92930954083	
172	OTHER SUPRT	57055	5	8	65.378	5230	92930959313	
173	OTHER SUPRT	62363	5	6	51.455	1544	92930960857	
174	OTHER SUPRT	68373	2	2	17.311	69	92930960926	
175	OTHER SUPRT	0017A	1	1	0.276	0	92930960926	
176	OTHER SUPRT	68734	1	1	0	0	92930960926	
177	OTHER SUPRT	68660	1	1	0	0	92930960926	
178	RESERVE	62135	11	22	276.455	66902	92931027828	
179	RESERVE	30530	7	18	521.671	65731	92931093559	
180	RESERVE	62098	9	23	230.634	47741	92931141300	
181	RESERVE	68174	6	14	528.259	44374	92931185674	
[illegible]	RESERVE	62145	10	15	287.539	43131	92931228805	
[illegible]	RESERVE	62146	10	21	196.781	41324	92931270129	
[illegible]	RESERVE	62103	7	17	342.658	40776	92931310905	
[illegible]	RESERVE	61968	6	20	322.256	38671	92931349576	
186	RESERVE	61927	6	21	303.729	38270	92931387846	
187	RESERVE	62117	8	21	221.789	37261	92931425106	
188	RESERVE	62119	8	16	290.18	37143	92931462249	

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89	RESERVE	61881	8	17	272.758	37095	92931499344	
90	RESERVE	62109	8	27	166.965	36064	92931535409	
91	RESERVE	61897	10	21	168.925	35474	92931570883	
92	RESERVE	61843	11	17	182.831	34189	92931605072	
93	RESERVE	61904	8	22	174.218	30662	92931635735	
94	RESERVE	62028	6	12	379.977	27358	92931663093	
95	RESERVE	61944	7	22	171.291	26379	92931689472	
96	RESERVE	61959	7	22	153.952	23709	92931713180	
97	RESERVE	62035	8	17	167.331	22757	92931735937	
98	RESERVE	62047	8	14	187.072	20952	92931756890	
99	RESERVE	62095	8	15	168.618	20234	92931777124	
00	RESERVE	61948	6	12	251.769	18127	92931795251	
01	RESERVE	62111	7	24	104.981	17637	92931812888	
02	RESERVE	61945	6	16	171.645	16478	92931829366	
[illegible]	RESERVE	62757	5	11	282.228	15523	92931844888	
	RESERVE	61921	4	9	380.423	13695	92931858584	
	RESERVE	61876	8	13	123.344	12828	92931871411	
06	RESERVE	68777	14	21	42.905	12614	92931884025	
07	RESERVE	63438	6	11	187.804	12395	92931896420	
08	RESERVE	62128	7	18	96.609	12173	92931908593	
09	RESERVE	61980	6	12	168.413	12126	92931920719	
10	RESERVE	62748	6	12	167.215	12039	92931932758	
11	RESERVE	66231	7	11	153.4	11812	92931944570	
12	RESERVE	62055	7	17	98.011	11663	92931956234	
13	RESERVE	62114	6	15	126.943	11425	92931967658	
14	RESERVE	62094	7	14	115.803	11349	92931979007	
15	RESERVE	61801	5	13	174.092	11316	92931990323	
16	RESERVE	61938	5	9	247.696	11146	92932001469	
17	RESERVE	30924	7	17	90.379	10755	92932012224	
18	RESERVE	62044	7	13	113.593	10337	92932022561	
19	RESERVE	61992	6	15	114.74	10327	92932032888	
20	RESERVE	61845	7	16	92.049	10309	92932043198	
21	RESERVE	63482	4	12	205.942	9885	92932053083	
22	RESERVE	63039	10	14	68.073	9530	92932062613	
23	RESERVE	61818	7	31	43.675	9477	92932072090	
24	RESERVE	63249	5	10	187.962	9398	92932081489	
25	RESERVE	62032	7	15	89.252	9371	92932090860	
26	RESERVE	61934	6	17	89.374	9116	92932099976	
27	RESERVE	61839	5	8	226.352	9054	92932109030	
28	RESERVE	62250	9	13	77.215	9034	92932118064	
[illegible]	RESERVE	62154	6	20	74.269	8912	92932126977	
	RESERVE	61982	5	8	217.662	8706	92932135683	
	RESERVE	62069	5	15	116.068	8705	92932144388	
32	RESERVE	62100	6	11	127.92	8443	92932152831	
33	RESERVE	61940	6	12	116.229	8368	92932161199	
34	RESERVE	62248	6	12	114.318	8231	92932169430	
35	RESERVE	61886	6	9	152.283	8223	92932177654	

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\LOTUS\94-0011\RANKWGHT.WK1 CREATED:19-Mar-94
UPDATED:20-Mar-94

TOTAL NUMBER OF UICs IN UNIVERSE
'KED ACCORDING TO WEIGHT FACTOR
JNIVERSE WITH OTHER NOT ID'D INCLUDED
= UICs SELECTED FOR SAMPLE

A1 ADMIN ACT
A2 MEDICAL
A3 NCR
A4 RESERVE CNTR
B1 BASES
B2 OP AIR STATIONS
B3 MISC OTHER SUPRT
C1 TRAIN AIR STA
C2 SCHOOLS
D1 LOGISTIC CNTRS
D2 INDUS ACTS
D3 IRP'S
E1 SUPPLY CNTRS
F1 TECH ACTS

NK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	WEIGHT FACTOR A*B*C	CUMULATIVE WEIGHT FACTOR	PROB OF SELECTION
36	RESERVE	62078	7	12	95.434	8016	92932185670	
37	RESERVE	62144	7	12	93.397	7845	92932193515	
38	RESERVE	61933	7	13	84.711	7709	92932201224	
39	RESERVE	62084	4	12	159.892	7675	92932208899	
40	RESERVE	62088	5	10	150.355	7518	92932216417	
41	RESERVE	62143	8	15	62.563	7508	92932223924	
42	RESERVE	61902	7	14	76.141	7462	92932231386	
43	RESERVE	62124	7	12	88.617	7444	92932238830	
44	RESERVE	61912	7	18	59.073	7443	92932246273	
45	RESERVE	08868	7	20	52.402	7336	92932253609	
46	RESERVE	61989	6	9	129.331	6984	92932260593	
47	RESERVE	62952	7	16	60.019	6722	92932267315	
48	RESERVE	61866	6	9	124.41	6718	92932274034	
49	RESERVE	62257	5	13	97.644	6347	92932280380	
50	RESERVE	61842	6	10	101.658	6099	92932286480	
	RESERVE	62127	7	10	86.936	6086	92932292565	
	RESERVE	62375	5	7	170.882	5981	92932298546	
53	RESERVE	62121	5	9	131.327	5910	92932304456	
54	RESERVE	61999	4	8	177.34	5675	92932310131	
55	RESERVE	62126	7	12	65.165	5474	92932315605	
56	RESERVE	61942	4	7	189.39	5303	92932320908	
57	RESERVE	62364	5	11	96.038	5282	92932326190	
58	RESERVE	62092	5	11	95.146	5233	92932331423	
59	RESERVE	62037	4	10	121.805	4872	92932336295	
60	RESERVE	61883	5	9	105.237	4736	92932341031	
61	RESERVE	61931	4	9	131.161	4722	92932345752	
62	RESERVE	61996	5	8	117.222	4689	92932350441	
63	RESERVE	62082	5	10	90.549	4527	92932354969	
64	RESERVE	62818	5	9	98.997	4455	92932359424	
65	RESERVE	61882	7	13	45.649	4154	92932363578	
66	RESERVE	62054	5	7	117.857	4125	92932367703	
67	RESERVE	62046	5	10	81.874	4094	92932371796	
68	RESERVE	61821	4	7	142.074	3978	92932375774	
69	RESERVE	61926	3	4	331.04	3972	92932379747	
70	RESERVE	62040	4	7	134.465	3765	92932383512	
71	RESERVE	62298	5	11	66.59	3662	92932387174	
72	RESERVE	61803	5	9	77.874	3504	92932390679	
73	RESERVE	61971	6	10	58.317	3499	92932394178	
74	RESERVE	61920	6	11	51.867	3423	92932397601	
75	RESERVE	61920	6	11	51.867	3423	92932401024	
7[illegible]	RESERVE	62378	5	11	61.565	3386	92932404410	
	RESERVE	61815	4	8	104.694	3350	92932407760	
	RESERVE	62086	6	14	39.241	3296	92932411057	
[illegible]	RESERVE	61947	5	13	50.14	3259	92932414316	
30	RESERVE	61988	5	8	81.18	3247	92932417563	
31	RESERVE	61937	5	8	80.777	3231	92932420794	
32	RESERVE	61809	6	10	52.33	3140	92932423934	

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:\LOTUS\94-0011\RANKWGHT.WK1 CREATED:19-Mar-94
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: TOTAL NUMBER OF UICs IN UNIVERSE
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B1 BASES
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F1 TECH ACTS

ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	WEIGHT FACTOR A*B*C	CUMULATIVE WEIGHT FACTOR	PROB OF SELECTION
83	RESERVE	62060	5	9	69.407	3123	92932427057	
84	RESERVE	61915	5	9	68.687	3091	92932430148	
85	RESERVE	62107	4	7	107.752	3017	92932433165	
86	RESERVE	62085	4	9	82.636	2975	92932436140	
87	RESERVE	61903	5	9	63.729	2868	92932439008	
88	RESERVE	61805	6	10	47.293	2838	92932441845	
89	RESERVE	61910	5	11	49.989	2749	92932444595	
90	RESERVE	61915	5	8	68.687	2747	92932447342	
91	RESERVE	61837	5	8	68.206	2728	92932450071	
92	RESERVE	62080	4	8	84.792	2713	92932452784	
93	RESERVE	61848	6	10	42.876	2573	92932455356	
94	RESERVE	61955	5	10	50.81	2541	92932457897	
95	RESERVE	62138	7	10	36.27	2539	92932460436	
96	RESERVE	61804	4	8	73.348	2347	92932462783	
[illegible]	RESERVE	61880	4	6	94.255	2262	92932465045	
[illegible]	RESERVE	61998	4	5	110.333	2207	92932467252	
[illegible]	RESERVE	62268	5	8	54.301	2172	92932469424	
00	RESERVE	61962	4	9	58.262	2097	92932471521	
01	RESERVE	61930	4	6	86.777	2083	92932473604	
02	RESERVE	08914	5	18	22.831	2055	92932475659	
03	RESERVE	62066	4	10	50.359	2014	92932477673	
04	RESERVE	62048	5	9	44.699	2011	92932479685	
05	RESERVE	62039	4	9	55.53	1999	92932481684	
06	RESERVE	62057	4	7	70.96	1987	92932483670	
07	RESERVE	61808	4	8	55.486	1776	92932485446	
08	RESERVE	61972	4	10	43.543	1742	92932487188	
09	RESERVE	66315	3	5	110.899	1663	92932488851	
10	RESERVE	61823	4	7	57.704	1616	92932490467	
11	RESERVE	62073	3	4	134.094	1609	92932492076	
12	RESERVE	62062	3	6	88.005	1584	92932493660	
13	RESERVE	61919	5	9	34.938	1572	92932495232	
14	RESERVE	61919	5	9	34.938	1572	92932496805	
15	RESERVE	61973	5	8	36.708	1468	92932498273	
16	RESERVE	61822	6	8	30.073	1444	92932499716	
17	RESERVE	63257	4	9	39.58	1425	92932501141	
18	RESERVE	68318	3	5	90.249	1354	92932502495	
19	RESERVE	62053	4	8	41.239	1320	92932503815	
20	RESERVE	61863	3	4	108.5	1302	92932505117	
21	RESERVE	62031	4	6	50.517	1212	92932506329	
22	RESERVE	62105	5	9	26.776	1205	92932507534	
[illegible]	RESERVE	08864	5	14	17.001	1190	92932508724	
[illegible]	RESERVE	63538	6	8	22.859	1097	92932509821	
[illegible]	RESERVE	61889	5	9	21.442	965	92932510786	
[illegible]	RESERVE	08912	4	12	19.46	934	92932511720	
27	RESERVE	61893	3	5	60.381	906	92932512626	
28	RESERVE	61870	2	3	130.749	784	92932513410	
29	RESERVE	61870	2	3	130.749	784	92932514195	

ENCLOSURE (2)
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:\LOTUS\94-0011\RANKWGHT.WK1 CREATED:19-Mar-94
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ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	WEIGHT FACTOR A*B*C	CUMULATIVE WEIGHT FACTOR	PROB OF SELECTION
30	RESERVE	62090	3	6	38.959	701	92932514896	
31	RESERVE	62076	3	4	53.452	641	92932515538	
32	RESERVE	61824	3	5	36.043	541	92932516078	
33	RESERVE	61861	2	5	53.505	535	92932516613	
34	RESERVE	62267	3	5	34.71	521	92932517134	
35	RESERVE	61913	4	7	18.227	510	92932517644	
36	RESERVE	61913	4	7	18.227	510	92932518155	
37	RESERVE	08915	4	8	15.926	510	92932518664	
38	RESERVE	62276	4	4	27.24	436	92932519100	
39	RESERVE	61851	4	6	15.303	367	92932519467	
40	RESERVE	63248	3	4	25.512	306	92932519774	
41	RESERVE	61917	2	2	72.05	288	92932520062	
42	RESERVE	61917	2	2	72.05	288	92932520350	
43	RESERVE	62142	2	2	56.93	228	92932520578	
[illegible]	RESERVE	62052	2	3	31.243	187	92932520765	
	RESERVE	62033	2	2	38.76	155	92932520920	
	RESERVE	61835	1	1	32.654	33	92932520953	
47	RESERVE	62247	1	1	22.377	22	92932520975	
48	RESERVE	63267	1	1	13.37	13	92932520989	
49	RESERVE	63548	3	5	0	0	92932520989	
50	RESERVE	61956	2	2	0	0	92932520989	
51	SCHOOLS	67399	31	1822	40687.943	2298136397	95230657385	
52	SCHOOLS	00264	34	1076	39668.847	1451245099	96681902484	
53	SCHOOLS	00263	29	1007	25592.422	747375500	97429277983	
54	SCHOOLS	65928	31	1010	23035.877	721253309	98150531292	
55	SCHOOLS	62661	30	1151	19232.732	664106236	98814637528	
56	SCHOOLS	00161	29	657	14584.835	277884861	99092522390	
57	SCHOOLS	00210	27	460	18863.297	234282149	99326804538	
58	SCHOOLS	00693	27	472	15348.824	195605413	99522409951	
59	SCHOOLS	00247	27	387	9935.127	103812142	99626222093	
60	SCHOOLS	00243	26	311	12803.599	103529902	99729751995	
61	SCHOOLS	62271	24	593	6195.118	88168919	99817920914	
62	SCHOOLS	00281	25	207	5055.576	26162606	99844083520	
63	SCHOOLS	63082	19	172	2198.893	7185982	99851269502	
64	SCHOOLS	00948	18	70	1843.073	2322272	99853591774	
65	SCHOOLS	62741	18	136	856.998	2097931	99855689705	
66	SCHOOLS	61665	15	61	844.329	772561	99856462267	
67	SCHOOLS	00124	14	39	821.587	448587	99856910853	
68	SCHOOLS	64356	13	34	556.252	245863	99857156716	
69	SCHOOLS	61797	5	34	558.015	94863	99857251579	
[illegible]	SCHOOLS	62603	6	31	362.087	67348	99857318927	
	SCHOOLS	63401	6	13	329.543	25704	99857344631	
	SCHOOLS	68437	3	7	482.821	10139	99857354771	
37[illegible]	SCHOOLS	63322	3	5	311.499	4672	99857359443	
374	SCHOOLS	68701	2	3	670.895	4025	99857363469	
375	SUPPLY CNTRS	60138	30	321	224092.82	143867595	100001231064	
376	SUPPLY CNTRS	00228	30	313	27215.357	255552202	100256783266	

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PAGE (8) OF (10)

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:\LOTUS\94-0011\RANKWGHT.WK1 CREATED:19-Mar-94
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: TOTAL NUMBER OF UICs IN UNIVERSE
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A1 ADMIN ACT
A2 MEDICAL
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D1 LOGISTIC CNTRS
D2 INDUS ACTS
D3 IRP'S
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F1 TECH ACTS

ANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	WEIGHT FACTOR A*B*C	CUMULATIVE WEIGHT FACTOR	PROB OF SELECTION
77	SUPPLY CNTRS	00189	26	443	11839.238	136364343	100393147609	
78	SUPPLY CNTRS	00604	25	310	8064.248	62497922	100455645531	
79	SUPPLY CNTRS	00244	27	321	5928.038	51378305	100507023836	
80	SUPPLY CNTRS	61119	18	136	11107.401	40786376	100547810213	
81	SUPPLY CNTRS	00612	23	143	5168.628	16999617	100564809830	
82	SUPPLY CNTRS	00406	21	156	2891.049	9471077	100574280907	
83	SUPPLY CNTRS	68836	16	84	365.57	491326	100574772233	
84	TECH ACTS	60530	36	2860	71363.079	3265574495	103840346728	
85	TECH ACTS	00164	34	1864	54654.396	3463777001	107304123729	
86	TECH ACTS	00421	35	1665	45842.235	2671456245	109975579973	
87	TECH ACTS	63126	35	1650	41310.535	2385683396	112361263370	
88	TECH ACTS	00174	36	1658	13289.579	793228391	113154491761	
89	TECH ACTS	68335	32	585	27584.49	516381653	113670873414	
90	TECH ACTS	00178	35	909	10009.673	318457746	113989331160	
91	TECH ACTS	00253	34	575	8953.761	175046028	114164377188	
	ECH ACTS	00173	31	492	7336.854	111901697	114276278885	
	ECH ACTS	0534A	28	460	5389.766	69420186	114345699071	
94	TECH ACTS	66604	33	340	5267.259	59098646	114404797717	
95	TECH ACTS	66001	24	437	5422.726	56873550	114461671267	
96	TECH ACTS	62269	29	287	6816.184	56731099	114518402367	
97	TECH ACTS	61331	34	344	4297.929	50268578	114568670945	
98	TECH ACTS	00167	28	399	4182.719	46729337	114615400281	
99	TECH ACTS	60921	30	394	3955.764	43639988	114659040270	
00	TECH ACTS	65980	24	169	4624.493	18756944	114677797213	
01	TECH ACTS	00197	27	190	3265.165	16750296	114694547510	
02	TECH ACTS	00163	23	135	2433.051	7554623	114702102133	
03	TECH ACTS	65226	18	181	1900.055	6190379	114708292512	
04	TECH ACTS	62376	24	126	1729.465	5229902	114713522414	
05	TECH ACTS	68305	16	87	781.611	1088003	114714610417	
06	TECH ACTS	65540	16	62	1025.382	1017179	114715627596	
07	TECH ACTS	63394	14	95	642.581	854633	114716482229	
08	TECH ACTS	91947	11	52	1178.609	674164	114717156393	
09	TECH ACTS	61762	15	79	536.438	635679	114717792072	
10	TECH ACTS	45534	16	86	638.623	823824	114718615896	
11	TECH ACTS	62701	24	86	245.276	506250	114719122145	
12	TECH ACTS	62190	14	49	144.154	98890	114719221035	
13	TECH ACTS	91982	15	54	120.971	97987	114719319021	
14	TECH ACTS	61339	8	11	895.233	78781	114719397802	
15	TECH ACTS	57023	7	13	100.549	10457	114719408259	
16	TECH ACTS	91780	6	15	102.935	9264	114719417523	
17	TECH ACTS	65584	5	11	118.382	6511	114719424034	
	ECH ACTS	63238	9	17	16.308	2495	114719426529	
	ECH ACTS	91662	2	13	17.1	445	114719426974	
	TECH ACTS	94166	3	6	1.68	30	114719427004	
21	TECH ACTS	00014	1	1	0	0	114719427004	
22	TRAIN AIR	00216	30	1282	44765.604	1721685130	116441112134	
23	TRAIN AIR	60508	29	841	56020.399	1413394667	117854506801	

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PAGE (9) OF (10)

Includes ALL CAT Codes 11-93

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C:\LOTUS\94-0011\RANKWGHT.WK1 CREATED:19-Mar-94
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D3 IRF'S
E1 SUPPLY CNTRS
F1 TECH ACTS

RANK	MISSION CATEGORY	* UIC	A # OF FACIL CODES	B # OF PROP RCRDS	C AREA SQ FT (1K)	WEIGHT FACTOR A*B*C	CUMULATIVE WEIGHT FACTOR	PROB OF SELECTION
424	TRAIN AIR	62974	29	1055	47578.385	1455660689	119310167490	
425	TRAIN AIR	00204	33	813	51115.009	1371364576	120681532066	
426	TRAIN AIR	00639	30	1263	34542.13	1308801306	121990333372	
427	TRAIN AIR	60241	28	502	33328.343	501924846	122492258218	
428	TRAIN AIR	63043	28	774	18366.868	398046763	122890304981	
						122890304981	122890304981	

ENCLOSURE (2)
PAGE (10) OF (10)

A-2(0.53) of 19.

Page from universe WRS 1092 Landowner USN -

ALIGNMENT PROCESS

CAT	MAJOR CLAIMANT	ACTIVITY	LOCATION	STATUS	UIC
	COMNAVAIRSYSCOM	FT LAUDERDALE	FL		97214
	COMNAVAIRSYSCOM	NAESU PHILA PA	PA		62849
	COMNAVAIRSYSCOM	NADOC PATUXET RIV MD	MD	REALIGNED	68520
	COMNAVAIRSYSCOM	NAWC WEPS DIV BRKG SDS HI	HI		0534A
	COMNAVAIRSYSCOM	NORDMTS WSANDS NM	NM		61762
	COMNAVSEASYSCOM	APPLD RSRCH LB, PENN ST, ST CLLGE	PA		91780
	COMNAVAIRSYSCOM	NATSF PHILA PA	PA		62767
	COMNAVSEASYSCOM	NAVSWC D FT LAUD	FL		62701
	COMNAVSEASYSCOM	SEATTLE	WA		94166
	COMNAVSEASYSCOM	NAVSEALOGCEN DET PHILA	PA	REALIGNED	31149
	COMNAVSEASYSCOM	NAVSEALOGCEN MECHANX PA	PA	REALIGNED	65538
	COMNAVSEASYSCOM	SEAADSA INDIAN HD MD	MD	CLOSED	68636
	COMNAVSEASYSCOM	NSWC FT MONR OBN	VA		63238
	COMNAVSEASYSCOM	KNOLLS APL SCHENECTADY NY	NY		94151
	COMNAVSEASYSCOM	SOCORRO	NM		91947
	COMNAVAIRSYSCOM	NAWC AIRCFTDV TRENTON NJ	NJ	CLOSED	62376
	COMNAVSEASYSCOM	UNIV OF TEXAS	TX		91662
	COMNAVAIRSYSCOM	NTSC ORLANDO FL	FL		61339
	COMNAVAIRSYSCOM	NAWC WEPS DIV CHINA LK CA	CA		60530
	COMNAVAIRSYSCOM	NAWC WEPS DIV PT MAGU CA	CA		63126
	COMNAVAIRSYSCOM	NAWC AIRCFTDV INDNPLS IN	IN		00163
	COMNAVAIRSYSCOM	NAWC AIRCFTDV PATXTRV MD	MD		00421
	COMNAVAIRSYSCOM	NAWC AIRCFTDV LAKEHRST NJ	NJ		68335
	COMNAVAIRSYSCOM	NAWC AIRCFTDV WRMNSTR PA	PA		62269
	COMNAVAIRSYSCOM	NAMO PAWTXT RVR MD	MD	REALIGNED	62626
	COMNAVSEASYSCOM	NAVSEACENLANT FSO CT/RI	RI		31146
	COMNAVSEASYSCOM	NSWC (CARDRK) CARDEROCK MD	MD		00167
	COMNAVSEASYSCOM	NSWC (CARDRK) PHILA PA	PA		65540
	COMNAVSEASYSCOM	NUWC (KEYPORT) KEYPORT WA	WA		00253
	COMNAVSEASYSCOM	NSWC INDIAN HEAD MD	MD		00174
	COMNAVSEASYSCOM	NSWC (CRANE) LOUISVLLE KY	KY		00197
	COMNAVSEASYSCOM	NSWC (CRANE) CRANE IN	IN		00164
	COMNAVSEASYSCOM	APPLD PHYSICS LAB, JHOPKNS LAUREL	MD		91982
	COMNAVFAC	CIVIL ENG LAB PT HUENEME	CA	CLOSED	68305
	COMNAVSEASYSCOM	NSWC (DAHLGRN) PANAMCTY FL	FL		61331
	COMNAVSEASYSCOM	NUWC (NEWPT) NORVA, SUFFOLK	VA	REALIGNED	64281
	COMNAVSEASYSCOM	NAVSEACENPAC SDGO CA	CA		65913
	COMNAVSEASYSCOM	NUWC (NEWPT) NEWPORT RI	RI		66604
	CNO	COMOPTEVFOR, NORFOLK	VA		57023
	COMNAVSEASYSCOM	NSWC (DAHLGRN) WHITEOAK MD	MD	REALIGNED	60921
	CHNAVRESEARCH	NRLDET STNNS SPACECTR MS	MS		68462
	CHNAVRESEARCH	NRL DET ORLANDO FL	FL		62190
	CNO	NMIC (FORMERLY NISC)	DC		68166
	CNO	FNOC, MONTERAY	CA		63134
	CHNAVRESEARCH	NRL WASH DC	DC		00173
	CNO	NPRDC SDIEGO	CA		68221
1	CHNAVRESEARCH	ONR WASH DC	DC		00014
1	CHNAVRESEARCH	NRL DET CHESAPEAKE VA	VA		31260
1	CHNAVRESEARCH	ARTIC RESEARCH	--		65226
1	CHNAVRESEARCH	OCN&ATMOS RESLAB ST LOUIS	MS		
1	CHNAVRESEARCH	ONR DET BOSTON MA	MA		62879
1	COMNAVSEASYSCOM	NAVSEACENLANT NORFOLK VA	VA		65912
1	COMNAVSEASYSCOM	AEGIS COMBATSYSC, WALLOP ISLAND	VA		45534
1	COMNAVSEASYSCOM	NAVSEACENLANT FSO CHARLESTON	SC		31145
1	COMSPANAVWARCOM	NESEC PORTSMOUTH VA	VA	CLOSED	65580
1	COMSPANAVWARCOM	NEEACTPAC PEARL HBR HI	HI		62676
1	COMSPANAVWARCOM	NRAD SDGO CA	CA		66001

A-35-54

15

Asst to NAVSEASYSCOM IG (95-0044)
Colaneri
15 February 1995

*****FOR OFFICIAL USE ONLY*****

MEETING WITH BRAC TEAM A PERSONNEL FROM LOUISVILLE, NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

SOURCE: Meeting between BRAC 95 Team A (Attendees: Mike Keeling, Don Brown, Steve Curtis, Mike Corum, Paul Smith, Norm Wood, John Dailey, Scott Pottinger, and Joe Bohn, the BRAC Coordinator); NSWC, Crane Division, Naval Ordnance Center Louisville (NOCL), KY; and Mr. Dan Cejka, NAVAUDSVC Director of Production, DSN 289-8963; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at NOCL Bldg #102, on 10 February 1995.

PURPOSE: To provide a follow up meeting after our site reviews at both Louisville and Crane in order to further discuss BRAC process related to data calls and scenarios for NOCL. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 09 February 1995.

DISCUSSION: Mr. Cejka discussed what we had been told during our Crane visit related to issues such as square footage (space), TRS/IPD costs, and higher echelon changes on file at Crane. Further, Mr. Cejka explained the assist process and that we were not doing an audit. He explained the reporting process to the NAVSEASYSCOM IG and that the complainant would also get a copy of the report. They all understood the process and proceeded to update us on what had happened since we left their site a week earlier.

to NAVSEASYSCOM IG (95-0044)
aneri
15 February 1995

FOR OFFICIAL USE ONLY

MEETING WITH BRAC TEAM A PERSONNEL FROM LOUISVILLE, NAVAL SURFACE WARFARE CENTER, CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

Points discussed by the team:

o The package that Joe Bohn put together on Wednesday January 25th for the Captain to re-certify on the 27th had been changed after Capt. Cummings certified them. Their were missing pages and Higher Echelon Changes with no justification. We were provided a list of all changes and discrepancies they were not aware of when the Captain certified the package. We will look into these changes and reference those working papers at that time.

o Adm McGinley is the NAVSEA Deputy and is aware of Louisville's FMS support. If were interested in what will happen to the FMS workload, we should contact him.

o We asked about the revised TRS/IPD costs by Crane and explain what was done by Mr. Dave Schulte when he visited Louisville the Sunday after Thanksgiving. We were interested in determining whether he was directed to reduce TRS/IPD cost since he told us he didn't know there was a problem with initial submissions. They (Louisville) said Mr. Schulte did know there was a problem with the TRS/IPD. He made a statement like, "we feel like it's too much". Mr. Daily and Mr. Bohn also said they were called by Bob Matthews the day before Mr. Schulte's visit and told that he was coming to help Louisville on the CIWS and TRS. No one could determine that a preconceived figure was determined before Mr. Schulte's visit.

o We then again asked Mike Corum about his conference call with Mr. Snyder and Mr. Blatstein concerning the TRS cost. Mr. Corum said that they told him he had a credible method..... but, the numbers were too tall.

o Crane was the first to revise TRS - Then Norfolk Revised.

MEETING WITH BRAC TEAM A PERSONNEL FROM LOUISVILLE, NAVAL SURFACE WARFARE CENTER,CRANE DETACHMENT, NAVAL ORDNANCE CENTER, LOUISVILLE, KY

o They still felt that the $20/square foot estimate for Crane renovation was too low considering the requirement to distribute power to the stations.

CONCLUSION:

THE TEAM A MEMBERS STILL BELIEVE THAT CHANGES TO THEIR SUBMISSIONS ARE OCCURRING AT HIGHER ECHELONS. THEY BELIEVE THAT NORFOLK AND CRANE ARE IN A BIDDING WAR TO GAIN THEIR WORK AND THAT NUMBERS ARE TOO LOW TO REALISTICALLY PERFORM THE WORK. THEY ARE VERY CONCERNED ABOUT THE QUALITY OF THEIR PRODUCT GOING DOWNHILL IF THE WORK MOVES.

THEY PROVIDED US WITH THE LATEST SUBMISSIONS, CERTIFICATIONS, CHANGES MADE, SUMMARY OF CHANGES BY SCENARIOS, AND REVISED CHRONOLOGIES THROUGH 8 FEBRUARY 1995. THESE DOCUMENTS WILL BE REFERENCED IF USED FOR ANALYSIS TO DRAW SPECIFIC CONCLUSIONS.

95-0044
ASSIST TO NAVSEA IG
D. CEJKA
14 FEB 95

Purpose: Document PHONCON this date at 11:00 am
Source: PHONCON D. Cejka AUD-4B/CDR D. Biddick BSAT 681-0455
Scope: Enclosure (3) pages 3-10R/3-11R received by G. Colaneri NAVAUD from Buddy Trueblood BRAC Coordinator Norfolk on 13 FEB 95
Criteria: Testimonial/Documentary evidence IAW NAH
Discussion: Gerry presented me with 2 revised pages of enclosure (3) to Norfolk's submission of scenerio 12/13. These 2 pages were identified as 10R and 11R (revision date 12/22/94). I reviewed the documentation we already had that was supposed to be current as of at least 1/23/95. Both pages were not in our current scenerio copies (original 10R with a revision date of 12/16/94) and there was no 11R in our files. Attached

I called CDR Biddick, who on 20 January 1995 at a meeting indicated he also had current scenerio packages as of that date. I asked CDR Biddick to verify his enclosure (3) pages against what I now had in my possession. He indicated he had page 10R (revision 12/16/94). I asked him if he had a 11R (12/22/94) to which he responded "no". These new pages (10R) have a new requirement for $2million in MILCON for 100,000 Sq. Ft. of production space requirements for the Phalanx operations. It also added 37K Sq. Ft. for storage requirements.

I asked CDR Biddick again if he was sure that he didn't have these revised pages and he reaffirmed that he did not.

Conclusion: It appears that BSAT is unaware of Norfolk's 12/22/94 revision which included $2 million in MILCON requirements.

Note: Contacted Joe Bohn,Louisville BRAC Coordinator concerning information G. Colaneri received 2/13/95 from Norfolk BRAC personnel. This information was that Norfolk wondered what was going to happen to the future overhaul requirements for the "Rolling Airframe Missile" (RAM) that Louisville was supposed to get in the near future. Joe informed me he would FAX me the letter giving Louisville the overhaul requirement. Joe stated that the Fleet was just now installing the RAM, and that it would be around 2 years before the first one would come in for overhaul. He stated that they accepted this work much as they did the Phalanx in the past. I asked him what this meant and he said NAVSEA asked if they could take the workload and they agreed to take it. (13 Jun 91 NAVSEA letter FAX'd and attached to this W/P). → A-3\.2

WORK PAPER REF: A-3\0\

DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND
WASHINGTON, D.C. 20362-5101

IN REPLY REFER TO

4710
OPR: SEA 04MS6B
Ser SEA 04MS6/4417
13 JUN 1991

From: Commander, Naval Sea Systems Command
To: Commanding Officer, Navy Ships Parts Control Center (035)

Subj: ASSIGNMENT OF A DESIGNATED OVERHAUL POINT (DOP)

Ref: (a) PHONCON btwn H. Banack, NAVSEA 04MS6B/P. Hugie, NAVSHIPWPNSYSENGSTA 5D11 on 3 Jun 91
(b) JDMAG ltr MA of 18 Mar 91 (NOTAL)

Encl: (1) List of Depot Level Repairables

1. The purpose of this letter is to assign the Naval Ordnance Station, Louisville, KY 40214-5001 (UIC:N00197) as the interim DOP for components of the Rolling Airframe Missile (RAM) Guided Missile Launching System, MK 49 MOD 0, listed in enclosure (1).

2. This action documents both the In-Service Engineering Agents' recommendations reference (a), and Joint Depot Maintenance Analysis Group's recommendation, reference (b).

3. The point of contact for depot assignment matters is Mr. Howard Banack, SEA 04MS6B, autovon 286-4453 or commercial (703) 746-4453, facsimile (703) 746-4438.

Paul J. Galvin
P. J. GALVIN
By direction

Copy to:
JDMAG (MA)
SPCC (0522, 03534)
NAVSHIPWPNSYSENGSTA (4Y10, 5D11, 5D22)
NAVORDSTA Louisville (5013, 206)
NAVAIR (04D)

A-31.2

SCENARIO NUMBER 2-14-0114-012, ALT 2 - Shipyards (Revision Seven)

NORFOLK NAVAL SHIPYARD
(Realigns NSWC Louisville sea systems work to Norfolk Naval Shipyard. This revision documents the facility requirements resulting from the reappraisal of the configuration of the CIWS product line.)

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) to this attachment is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

CAPT W. R. KLEMM	W R Klemm
NAME (Please type or print)	Signature
SHIPYARD COMMANDER	12/22/94
Title	Date
NORFOLK NAVAL SHIPYARD	
Activity	

A-31.3

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (1) - SCENARIO SUMMARY

Complete one copy of Enclosure (1) - Scenario Summary for the entire closure/realignment scenario. Tables included in this enclosure are 1-A, 1-B and 1-C.

Table 1-A: Scenario Description. Identify the Scenario Number, Title and Response Date. The Scenario Number and Title will be provided to you by the BSAT as part of the data call tasking.

Scenario No.:	2-14-0114-012
Scenario Title:	ALT 2 - Shipyards (Revision Seven: NSWC Louisville) (Realigns NSWC Louisville sea systems work to Norfolk Naval Shipyard. This revision documents the facility requirements resulting from the reappraisal of the configuration of the CIWS product line.) R
Date:	22 December 1994 R

Table 1-B: Point of Contact Information. Please identify a knowledgeable point of contact familiar with the information relating to this closure/realignment scenario whom the BSAT can contact to answer any questions or to provide additional information as required. This point of contact must also be familiar with the location and name of the person responsible for maintaining any supporting documentation relating to this data call response.

Name:	W. A. " Buddy" Trueblood, Jr.
Organization/Code:	Norfolk Naval Shipyard Code 1220 Portsmouth, VA 23709-5000
Office Phone Number:	(804) 396-8114 (DSN) 961-8114
Fax Number:	(804) 396-2626
Home Phone Number	(804) 482-1849

Table 1-C: Losing/Gaining Bases Involved in Scenario. Complete the table on the next page to identify "bases" involved in the closure/realignment scenario. Note that the term **"Losing Base"** refers to host activities, independent activities or other activities specifically identified in the Scenario Development Data Call tasking which are being reduced in size, i.e., closing or being realigned. The term **"Gaining Base"** refers to host or independent activities which will be receiving sites for functions/personnel transferred from losing base(s). For example, a losing base is the activity referred to in the data call tasking, i.e., a Naval Station, Hospital, etc. **Individual tenants should not be separately listed on this**

A - 31.4

BRAC-95 SCENARIO DEVELOPMENT DATA CALL

ENCLOSURE (3) - GAINING BASE QUESTIONS

Table 3-B: MILCON Requirements

Gaining Base Name: Norfolk Naval Shipyard

Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)			
Berthing (FB)			
Air Maintenance (SF)			
Other Operations (SF)			
Administrative (SF)			
Training (SF)			
Maintenance (SF)			
Bachelor Quarters (SF)			
Supply/Storage (SF)	0	37,000 30,000	CIWS: No special requirements. Special requirements for Guns, Rocket Motors, etc.: Special requirements include high bay storage. High bays already present in targeted building. R
Dining Facilities (SF)			
Personnel Support (SF)			
Communications (SF)			
Ship Maintenance (SF)	0	100,000 100,000	Special requirements for Guns, Rocket Motors, etc.: clean room, test stands, rocket motor slab, high pressure air, 75-ton bridge crane. Work area must be high bay; targeted building already has high bay area. Renovation of Production Facilities to Incorporate CIWS is estimated at $2,000,000 Note 1 R
RDT&E (SF)			
POL Storage (BL)			
Ammo Storage (SF)			
Medical Facilities (SF)			

A-31 S 12/14

Environmental	$	$	
Other: - -	 $ $	 $ $	

Note:

1 The total CIWS facility requirement of 235,000 sf of space is delineated as:
(a) Storage, 115,000 sf--37,000 sf requires rehabilitation; 78,000 sf requires no rehabilitation/reconfiguration,
(b) Production/Ships Maintenance, totaling 120,000 sf. No reconfiguration or upgrades required for 20,000 sf to accommodate module repairs. The remaining 100,000 sf can undergo rehabilitation/reconfiguration for an estimated cost of $2,000,000. This will provide for the renovation of space for current Norfolk NSYD equipment which must be moved, as well as some slight power upgrades and minor reconfiguration of current production shop spaces to accommodate the CIWS product line.

A-31.(a

SCENARIO NUMBER 2-14-0117-013, ALT 3 - Shipyards (Revision Seven)

NORFOLK NAVAL SHIPYARD

(Realigns NSWC Louisville sea systems work to Norfolk Naval Shipyard. This revision documents the facility requirements resulting from the reappraisal of the configuration of the CIWS product line).

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

CAPT W. R. KLEMM
NAME (Please type or print)

WRKlemm
Signature

SHIPYARD COMMANDER
Title

12/22/94
Date

NORFOLK NAVAL SHIPYARD
Activity

A 31.7

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (1) - SCENARIO SUMMARY

Complete one copy of Enclosure (1) - Scenario Summary for the entire closure/realignment scenario. Tables included in this enclosure are 1-A, 1-B and 1-C.

Table 1-A: Scenario Description. Identify the Scenario Number, Title and Response Date. The Scenario Number and Title will be provided to you by the BSAT as part of the data call tasking.

Scenario No.:	2-14-0117-013
Scenario Title:	ALT 3 - Shipyards (Revision Seven: NSWC Louisville) (Realigns NSWC Louisville sea systems work to Norfolk Naval Shipyard. This revision documents the facility requirements resulting from the reappraisal of the configuration for the CIWS product line.) R
Date:	22 December 1994 R

Table 1-B: Point of Contact Information. Please identify a knowledgeable point of contact familiar with the information relating to this closure/realignment scenario whom the BSAT can contact to answer any questions or to provide additional information as required. This point of contact must also be familiar with the location and name of the person responsible for maintaining any supporting documentation relating to this data call response.

Name:	W. A. " Buddy" Trueblood, Jr.
Organization/Code:	Norfolk Naval Shipyard Code 1220 Portsmouth, VA 23709-5000
Office Phone Number:	(804) 396-8114 (DSN) 961-8114
Fax Number:	(804) 396-2626
Home Phone Number	(804) 482-1849

Table 1-C: Losing/Gaining Bases Involved in Scenario. Complete the table on the next page to identify "bases" involved in the closure/realignment scenario. Note that the term "**Losing Base**" refers to host activities, independent activities or other activities specifically identified in the Scenario Development Data Call tasking which are being reduced in size, i.e., closing or being realigned. The term "**Gaining Base**" refers to host or independent activities which will be receiving sites for functions/personnel transferred from losing base(s). For example, a losing base is the activity referred to in the data call tasking, i.e., a Naval Station, Hospital, etc. **Individual tenants should not be separately listed on this**

A-318

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (3) - GAINING BASE QUESTIONS

Table 3-B: MILCON Requirements

Gaining Base Name: Norfolk Naval Shipyard

Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)			
Berthing (FB)			
Air Maintenance (SF)			
Other Operations (SF)			
Administrative (SF)			
Training (SF)			
Maintenance (SF)			
Bachelor Quarters (SF)			
Supply/Storage (SF)	0	37,000 30,000	CIWS: No special requirements. Special requirements for Guns, Rocket Motors, etc.: Special requirements include high bay storage. High bays already present in targeted building. R
Dining Facilities (SF)			
Personnel Support (SF)			
Communications (SF)			
Ship Maintenance (SF)	0	100,000 100,000	Special requirements for Guns, Rocket Motors, etc.: clean room, test stands, rocket motor slab, high pressure air, 75-ton bridge crane. Work area must be high bay; targeted building already has high bay area. Renovation of Production Facilities to Incorporate CIWS is estimated at $2,000,000 Note 1 R
RDT&E (SF)			
POL Storage (BL)			
Ammo Storage (SF)			
Medical Facilities (SF)			

A-31.9

Environmental	$	$	
Other: - -	 $ $	 $ $	

Note:

1 The total CIWS facility requirement of 235,000 sf of space is delineated as:
(a) Storage, 115,000 sf–37,000 sf requires rehabilitation; 78,000 sf requires no rehabilitation/reconfiguration,
(b) Production/Ships Maintenance, totaling 120,000 sf. No reconfiguration or upgrades required for 20,000 sf to accommodate module repairs. The remaining 100,000 sf can undergo rehabilitation/reconfiguration for an estimated cost of $2,000,000. This will provide for the renovation of space for current Norfolk NSYD equipment which must be moved, as well as some slight power upgrades and minor reconfiguration of current production shop spaces to accommodate the CIWS product line.

A-31.10

Document Separator

95-0044
ASSIST TO NAVSEA IG
D. CEJKA
21 FEB 95

Purpose: Document PHONCON 10:00 this date
Source: PHONCON D.Cejka/NSWC Louisville BRAC Team A leader P. Smith (DSN 989-6962) .
Scope: Mark-92 Industrial Process Documentation
Criteria: Testimonial/Documentary evidence IAW NAH
Discussion: Mr. Smith FAX'd me the reimbursable documentation in support of previous discussions concerning Industrial Process Documentation on the Mark 92 system. The attached documentation supports previous discussions with Capt. Gilbert. (SEE W/P A-10.2) concerning the total costs of Mark-92 documentation.

Page 3 of attachment reflects reimbursable cumulative under one job order A36.3 ($713,331K) while page 4 of attachment reflects $477,394K under a second job A-36.4 order number. Total costs associated with Industrial documentation;software and hardward requirements total $1,190,725 for both reimbursables. A-36.4

Mr. Smith indicated that this total cost included substantial costs for the documentation (TRS/IPD) but could not segregate from the software/hardware costs. However, he stated that in order for Louisville to take the Mark 92 in for overhaul, these software/hardware costs were identified in the industrial documentation.

Mr. Smith stated that page 5-6 (A-36.5 + 6) of attachment is a position paper which identified both Louisville and UNISYS as competitive overhaul facilities for the MARK 92 system. Page 7 of attachment was a draft of the message that formulated the A-36.7 position paper previously discussed. Finally page 8 of attachment is taken from A-36.8 the Louisville QUALITY ASSURANCE PROCEDURES with the blocked passages which relate to the Industional Process Documentation.

Mr. Smith indicated that the transfer of MARK-92 involved two efforts: (1) to develop test equipment sets/documentation for transfer to Coast Guard (MOD-) of the Mark 92 system) and (2) Set up test facilities/documentation of the system at Louisville.

Conclusion: Previous statements by Capt. Gilbert that the cost of A-10.2 documentation/software/hardware requirements for Louisville confirmed as exceeding $1 million.

WORK PAPER REF: A-36

FROM: PAUL SMITH
TO: DAN CEJKA

SUBJ: MK 92 INFO

OPTIONAL FORM 99 (7-90)
FAX TRANSMITTAL # of pages ▶ 8

To DAN CEJKA	From PAUL SMITH
Dept./Agency	Phone # DSN 989-6982
Fax # DSN 289-7822	Fax # DSN 989-6926

NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

DAN,

CALL ME AND I'LL EXPLAIN THIS PACKAGE.

PAUL SMITH

A-36-1

page 1

ORDER FOR WORK AND SERVICE/DIRECT CITATION—NAVCOMPT FORM 2276A (8-86) (TEST)

THIS ORDER MUST BE ACCEPTED ON A REIMBURSABLE BASIS AND/OR DIRECT CITATION AND IS SUBJECT TO THE CONDITIONS LISTED ON THE REVERSE SIDE (Check applicable boxes) X WR ☐ PO ☐ DIRECT CITATION

2. DOCUMENT NUMBER N0002489WX02149

3. REFERENCE NUMBER	4. FUNDS EXPIRE ON	5. WORK COMPLETION DATE	6. DATE PREPARED	7. AMENDMENT NO
0002489RAPM701	30 Sep 89	30 Sep 89	19 Jun 89	01

8. FROM: Commander, Naval Sea Systems Command
Department of the Navy
Washington, D.C. 20362

9. FOR DETAILS CONTACT: Angie Best/SEA 62Z2F/AV 222-0656

10. TO: Commanding Officer
Naval Ordnance Station
Louisville, KY 40214
UIC 00197

11. MAIL BILLINGS TO: N/A

12. ACCOUNTING DATA TO BE CITED ON RESULTING BILLINGS

A. ACRN	B. APPROPRIATION	C. SUB HEAD	D. OBJ. CLASS	E. BU. CONTROL	F. SA	G. AAA	H. TT	I. PAA	J. COST CODE	K. AMOUNT
AA	1791804	87PM	000	SAS62	0	N68342	2D	OPFPMO	7PM000000000	$ 210,000.00 C

L. TOTAL THIS DOCUMENT $210,000.00 CR
M. CUMULATIVE TOTAL $215,300.00

13. ORDER SELECTION

13A THIS ORDER IS ISSUED AS A ☐ PROJECT ORDER ☒ AN ECONOMY ORDER AND IS TO BE ACCOMPLISHED ON A ☐ FIXED PRICE OR ☒ COST REIMBURSEMENT BASIS WHEN THE FIRST BLOCK IS CHECKED. THE FOLLOWING ITEMS ON THE REVERSE SIDE APPLY 1-5, 7&8

13B ☐ DIRECT CITATION PROCUREMENT BY CONTRACT OF THE FOLLOWING ITEMS IS REQUESTED THESE ITEMS ☐ ARE ☐ ARE NOT—INCLUDED IN THE INTERSERVICE SUPPLY SUPPORT PROGRAM AND REQUIRED INTERSERVICE SCREENING ☐ HAS ☐ HAS NOT BEEN ACCOMPLISHED

DESCRIPTION OF WORK TO BE PERFORMED AND OTHER INSTRUCTIONS

A.	B. ITEM NO	C. QUANTITY	(Attach separate sheet if more space is required) 6254	D. ESTIMATED AMOUNT
AA	0001		FY 89 O&MN Funding is hereby credited for Depot Maintenance for MK 92 Mod 2 start up. Jack L. Lile 7/12/89 16C3 Copy to: SEA 62Z2F, SEA 06F3, SEA 014	$210,000.00 CR

275C
PK
3011/C3

15. PROVIDED THRU REIMBURSEMENT

A. ACRN	B. ITEM NO.	C. ESTIMATED AMOUNT
AA	0001	$261,000.00 CR

16. PROCURED BY DIRECT CITATION

A. ACRN	B. ITEM NO	C. ESTIMATED AMOUNT

17. SUMMARY	ESTIMATED AMOUNT
A. TOTAL BLOCK 14D =	$210,000.00 CR
B. TOTAL BLOCK 15C =	$210,000.00 CR
C. TOTAL BLOCK 16C =	
D. BLOCK 15C + 16C =	$210,000.00 CR
CUM. TOTAL TO DATE: E. REIMBURSABLE	215,300.00
CUM. TOTAL TO DATE: F. DIRECT CITATION	

I CERTIFY THAT THE FUNDS CITED ARE PROPERLY CHARGEABLE FOR ITEMS REQUESTED. AUTHORIZING OFFICIAL (NAME, TITLE AND SIGNATURE) K. L. MARTIN BY DIRECTION OF S. B. CLARK DEPUTY COMMANDER DATE JUN 7 1989

19. THIS REQUEST IS ACCEPTED AND THE ITEMS WILL BE PROVIDED IN ACCORDANCE HEREWITH. ACCEPTING OFFICIAL (NAME, TITLE AND SIGNATURE) DATE

A-36.2

page 2

#2

ORDER FOR WORK AND SERVICE/DIRECT CITATION—NAVCOMPT FORM 2276A (TEST)

1. THIS ORDER MUST BE ACCEPTED ON A REIMBURSABLE BASIS AND/OR DIRECT CITATION AND IS SUBJECT TO THE CONDITIONS LISTED ON THE REVERSE SIDE (Check applicable boxes) ☐ WR ☒ PO ☐ DIRECT CITATION

2. DOCUMENT NUMBER N0002490PX01184

3. REFERENCE NUMBER	4. FUNDS EXPIRE ON	5. WORK COMPLETION DATE	6. DATE PREPARED	7. AMENDMENT NO
002490RAPM701	30 Sep 90	31 Mar 91	10 Sep 90	2

8. FROM Commander, Naval Sea Systems Command
Department of the Navy
Washington, D.C. 20362

9. FOR DETAILS CONTACT B. Watkins/SEA 6222D/X20656

10. TO Commanding Officer
Naval Ordnance Station
Louisville, KY 40214
UIC 00197

11. MAIL BILLINGS TO N/A

12. ACCOUNTING DATA TO BE CITED ON RESULTING BILLINGS

A. ACRN	B. APPROPRIATION	C. SUB-HEAD	D. OBJ. CLASS	E. BU. CONTROL	F. SA	G. AAA	H. TT	I. PAA	J. COST CODE	K. AMOUNT
AA	1701804	87PM	000	SAS62	0	068342	2D	OPFPM0	7PM000000000	$64,000.00 CR

L. TOTAL THIS DOCUMENT	$64,000.00 CR
M. CUMULATIVE TOTAL	$713,331.00

13. ORDER SELECTION

13A THIS ORDER IS ISSUED AS A ☒ PROJECT ORDER ☐ AN ECONOMY ORDER AND IS TO BE ACCOMPLISHED ON A ☐ FIXED PRICE OR ☒ COST REIMBURSEMENT BASIS WHEN THE FIRST BLOCK IS CHECKED. THE FOLLOWING ITEMS ON THE REVERSE SIDE APPLY

13B ☐ DIRECT CITATION PROCUREMENT BY CONTRACT OF THE FOLLOWING ITEMS IS REQUESTED THESE ITEMS ☐ ARE ☐ ARE NOT—INCLUDED IN THE INTERSERVICE SUPPLY SUPPORT PROGRAM AND REQUIRED INTERSERVICE SCREENING ☐ HAS ☐ HAS NOT BEEN ACCOMPLISHED

14. DESCRIPTION OF WORK TO BE PERFORMED AND OTHER INSTRUCTIONS

A. ACRN	B. ITEM NO.	C. QUANTITY	(Attach separate sheet if more space is required)	D. ESTIMATED AMOUNT
AA	0001		FY 90 O&MN MEDIUM RANGE MISSILE WEAPONS SYSTEMS Funding is hereby decreased to implement NOS/L as a FCS MK 92 CAS/STIR overhaul facility and to overhaul CAS Serial Number 63 and STIR Serial Number 36. Copy to: SEA 6222D, 06F35, 014 * Includes doc. documentation	$ 64,000.00 CR

15. PROVIDED THRU REIMBURSEMENT			16. PROCURED BY DIRECT CITATION			17. SUMMARY	ESTIMATED AMOUNT
A. ACRN	B. ITEM NO.	C. ESTIMATED AMOUNT	A. ACRN	B. ITEM NO.	C. ESTIMATED AMOUNT	A. TOTAL-BLOCK 14D =	$ 64,000.00 CR
AA	0001	$64,000.00 CR				B. TOTAL-BLOCK 15C =	$ 64,000.00 CR
						C. TOTAL-BLOCK 16C =	
						D. BLOCK 15C + 16C =	$64,000.00 CR
						CUM. TOTAL TO DATE E. REIMBURSABLE *	$713,331.00
						CUM. TOTAL TO DATE F. DIRECT CITATION	

18. I CERTIFY THAT THE FUNDS CITED ARE PROPERLY CHARGEABLE FOR ITEMS REQUESTED. AUTHORIZING OFFICIAL (NAME, TITLE AND SIGNATURE) B.L. MARTIN BY DIRECTION OF CAPT DONALD R. BERKEBILE DEPUTY COMMANDER/COMPTROLLER DATE SEP 12 1990

19. THIS REQUEST IS ACCEPTED AND THE ITEMS WILL BE PROVIDED IN ACCORDANCE HEREWITH. ACCEPTING OFFICIAL NAME, TITLE AND SIGNATURE DATE

A 3603 Page 3

#3 1/21

ER FOR WORK AND SERVICE/DIRECT CITATION—NAVCOMPT FORM 2276A (8-86) (TEST)

IS ORDER MUST BE ACCEPTED ON A REIMBURSABLE BASIS AND/OR DIRECT CITATION AND IS SUBJECT TO THE ONDITIONS LISTED ON THE REVERSE SIDE (Check applicable box(es)) ☒ WR ☐ PO ☐ DIRECT CITATION

2. DOCUMENT NUMBER N0002490WX32611

3. REFERENCE NUMBER	4. FUNDS EXPIRE ON	5. WORK COMPLETION DATE	6. DATE PREPARED	7. AMENDMENT NO
N0002489AF41810	30 Sep 91	30 Sep 91	19 Dec 1989	BASIC

8. FROM: Commander, Naval Sea Systems Command
Department of the Navy
Washington, D.C. 20362

9. FOR DETAILS CONTACT: B. Watkins/SEA 6222D/AV 202-0656

TO: COMPTROLLER

10. TO: Commanding Officer
Naval Ordnance Station
Louisville, KY 40214

UIC 00197

ERMS AND CONDITIONS OF THIS AUTHORIZATION ARE CEPTABLE. RESPONSIBILITY TO ADMINISTER THE NDS CITED HEREON IS ACCEPTED FOR PERFORMANCE ONLY THAT WORK OR SERVICES SPECIFIED. I AM ARE OF MY FUNDS ADMINISTRATION RESPONSIBILITIES

ATION BILLINGS TO

US MANAGER SIGNATURE — DATE 1/8/90

12 ACCOUNTING DATA TO BE CITED ON RESULTING BILLINGS

A. ACRN	B. APPROPRIATION	C. SUB HEAD	D. OBJ CLASS	E. BU CONTROL	F. SA	G. AAA	H. TT	I. PAA	J. COST CODE	K. AMOUNT
AA	1791810	84UU	000	SAS6F	0	068342	2D	000000	UU0070000000	$477,394.00

L.

M.

DOCUMENT $477,394.00
E TOTAL $477,394.00

13. O

13A THIS ORDER IS ISSUED AS A ☐ PROJECT ORDER ☒ AN ECONO REIMBURSEMENT BASIS WHEN THE FIRST BLOCK IS CHECKED. T ☐ DIRECT CITATION PROCUREMENT BY CONTRACT OF THE FOLL IN THE INTERSERVICE SUPPLY SUPPORT PROGRAM AND REQUIRE

☐ FIXED PRICE OR ☒ COST
APPLY 1-5, 7&8
ARE ☐ ARE NOT—INCLUDED
S NOT BEEN ACCOMPLISHED

DESCRIPTION OF WORK TO

A. ACRN	B. ITEM NO	C. QUANTITY	(Attach additional	D. ESTIMATED AMOUNT
AA	0001		FY 89 OPN - MK 92 FCS Funding is provided for tapes, time standards, material and the lay-in parts to support the ov CAS and STIR antennas. Copy to: SEA 6222D, 06	$477,394.00

A-3603 777,731. 0 +
A-3604 77,364. 0 +
19,725. 0 *
Total

3650 PK EDVES

15. PROVIDED THRU REIMBURSEMENT — 16. PROCURED BY

A. ACRN	B. ITEM NO.	C. ESTIMATED AMOUNT	A. ACRN	B. ITEM NO	C. ESTIMATED AMOUNT

	ESTIMATED AMOUNT
A. TOTAL BLOCK 14D =	$477,394.00
B. TOTAL BLOCK 15C =	
C. TOTAL BLOCK 16C =	
D. BLOCK 15C + 16C =	
CUM. TOTAL TO DATE — E. REIMBURSABLE	
CUM. TOTAL TO DATE — F. DIRECT CITATION	

I CERTIFY THAT THE FUNDS CITED ARE PROPERLY CHARGEABLE FOR ITEMS REQUESTED

AUTHORIZING OFFICIAL (NAME, TITLE AND SIGNATURE)
By direction of S. S. Clarey
Deputy Commander/Comptroller B.G. Wilson

DATE DEC 27 1989

19. THIS REQUEST IS ACCEPTED AND THE ITEMS WILL BE PROVIDED IN ACCORDANCE HEREWITH

ACCEPTING OFFICIAL (NAME, TITLE AND SIGNATURE
A-3604

DATE

A-3604

19 ~~22~~ September 1994

FIRE CONTROL SYSTEM MK 92 DEPOT LEVEL MAINTENANCE
Turn-Around Program (TAP)

POSITION PAPER

NAVSEASYSCOM (91W3P) Position:

1. UNISYS is to be retained as a fully capable MK 92 Depot, servicing NAVSEA and NAVSUP as contracted.

2. NSWC Louisville/Crane shall overhaul MK 92 MOD 2 and 6 under the following conditions:

(1) Perform work only under a letter of certification, issued by NAVSEASYSCOM

(2) Abide by the Memorandum of Understanding between NAVSEASYSCOM / NSWC Port Hueneme Division / NSWC Crane Division Ordnance Station Louisville

3. Type Commanders administer the program providing carcass antennas and funding (on reimburgable cost basis only) directly to:

(1) NSWC Louisville or

(2) NSWC Port Hueneme for contracting to UNISYS

4. UNISYS and NSWC Louisville have the complete and total responsibility to maintain the integrity of the fire control system performance through quality product workmanship and testing. Regardless of which activity performs the overhaul, NSWC Port Hueneme has an independent oversight responsibility to be sure the integrity of the fire control performance is maintained. Witnessing calibration of test equipment and witnessing acceptance testing must be a part of the NSWC Port Hueneme oversight program.

5. NSWC Port Hueneme maintains configuration control of the Turn-around Program Operations Plan (which defines the scope of work for a standard overhaul) and provides for a continuous product improvement program.

6. There are two types of materials associated with the overhaul program: Mandatory and Contingency. Mandatory materials will be procured, delivered, stored and inventoried as "kits". Contingency will be inventoried as parts lists stating parts on hand, inventory objectives and parts on order. Initial inventory goals of mandatory material are as follows:

A-36-5

Part 5

MANDATORY KITS

	MOD 2 CAS	MOD 2 STIR	MOD 6 CAS	MOD 6 STIR
UNISYS	4	4	2	2
NSWC Louisville	6	6	2	2

CONTINGENCY MATERIALS

For the time being, all contingency material will remain at UNISYS. When inventory is complete, a portion of the inventory will be transferred to NSWC Louisville at the direction of NAVSEASYSCOM.

7. Replacement of kits used and contingency parts used shall be done to sustain inventory goals and is an inherent cost of doing the actual overhaul. From now on, all activities will refer to the cost of doing an overhaul as the replacement costs of the kits and contingency materials used plus the labor/facilities costs.

8. NSWC Port Hueneme is to keep a pedigree on each antenna.

Edward J McGill

Edward J McGill
FFG 7 AAW Program Manager
NAVSEASYSCOM 91W3P
(703) 602-0656/7/8

UNCLASSIFIED

1) PERFORM WORK ONLY UNDER A LETTER OF CERTIFICATION ISSUED BY NAVSEA.
2) ABIDE BY REF B.

C. TYPE COMMANDERS ADMINISTER THE PROGRAM PROVIDING CARCASS ANTENNAS AND FUNDING (ON REIMBURSABLE COST BASIS ONLY) DIRECTLY TO:

1) NSWC CRANE (ORDSTA LOUISVILLE) OR
2) NSWC PORT HUENEME FOR CONTRACTING TO UNISYS

D. UNISYS AND NSCW CRANE (ORDSTA LOUISVILLE) HAVE THE COMPLETE AND TOTAL RESPONSIBILITY TO MAINTAIN THE INTEGRITY OF THE FIRE CONTROL SYSTEM PERFORMANCE THROUGH QUALITY PRODUCT WORKMANSHIP AND TESTING. REGARDLESS OF WHICH ACTIVITY PERFORMS THE OVERHAUL, NSWC PORT HUENEME HAS AN INDEPENDENT OVERSIGHT RESPONSIBILITY TO BE SURE THE INTEGRITY OF THE FIRE CONTROL SYSTEM IS MAINTAINED. WITNESSING CALIBRATION OF TEST EQUIPMENT AND ACCEPTANCE TESTING MUST BE A PART OF THE NSWC PORT HUENEME OVERSIGHT PROGRAM.

E. NSWC PORT HUENEME MAINTAINS CONFIGURATION CONTROL OF THE TAP OPERATIONS PLAN (WHICH DEFINES THE SCOPE OF THE WORK FOR A STANDARD OVERHAUL) AND WILL ESTABLISH A CONTINUOUS PRODUCT IMPROVEMENT PROGRAM. THEY WILL ALSO KEEP A PEDIGREE ON EACH ANTENNA.

4. MATERIALS. THERE ARE TWO TYPES OF MATERIALS ASSOCIATED WITH THE OVERHAUL PROGRAM: (MANDATORY REPLACABLES AND CONTINGENCY PARTS. MANDATORY MATERIALS WILL BE PROCURED, DELIVERED, STORED, AND INVENTORIED AS KITS) (CONTINGENCY PARTS WILL BE ITEMIZED AND TRACKED BY STOCK ON HAND, INVENTORY OBJECTIVES, AND PARTS ON ORDER. TYPE COMMANDERS MAY DRAW ON CURRENT INVENTORY LEVELS OF MANDATORY KITS AND CONTINGENCY SPARES UNTIL THE FOLLOWING MINIMUM LEVELS ARE ACHIEVED:

MANDATORY KITS

	MOD 2 CAS	MOD 2 STIR	MOD 6 CAS	MOD 6 STIR
UNISYS	4	4	2	2
LOUISVILLE	6	6	2	2

FOR THE TIME BEING, ALL MATERIAL WILL REMAIN AT UNISYS. WHEN INVENTORY IS COMPLETE, A PORTION OF THE MATERIAL WILL BE TRANSFERRED TO NSWC CRANE (ORDSTA LOUISVILLE) AT THE DIRECTION OF NAVSEASYSCOM.

A. ONCE MINIMUM STOCK LEVELS ARE REACHED, REPLACEMENT OF MANDATORY KITS AND CONTINGENCY PARTS WILL BE REQUIRED AND MUST BE AN INHERENT COST ASSOCIATED WITH EACH DEPOT OVERHAUL. ALL ACTIVITIES MUST REFER TO THE COST OF ACCOMPLISHING AN OVERHAUL AS REPLACEMENT COST OF ALL MATERIALS USED PLUS LABOR AND FACILITIES COSTS.

5. FOR NSWC PHD. PROVIDE ALCON A DETAILED INVENTORY OF MANDATORY KITS AND CONTINGENCY CONSUMABLES ON HAND NLT 14 OCT. (ESTABLISH INVENTORY OBJECTIVES FOR CONTINGENCY PARTS BASED ON TYCOM INPUTS WRT EXPECTED DEPOT THROUGHPUT NLT 28 OCT.//)
BT

UNCLASSIFIED

DRAFT MESSAGE

page 7

A-36.7

3.2 DEFINITIONS:

NOSLINST 4855.9C - NAVORDSTA LOUISVILLE QUALITY ASSURANCE PROCEDURES. This instruction documents and implements the requirements of NAVSEA OD 46574B, Weapons and Combat Systems Quality Assurance Requirements for Shore Stations and Engineering Agents.

NOSLINST 4855.14 - NAVORDSTA LOUISVILLE STANDARD CERTIFIED PROCESS INSTRUCTION (SCPI). This instruction documents and implements the requirements of NAVSEA OD 46574B, Paragraph 3.4.2 and the corresponding requirements of NOSLINST 4855.9C, Book 1, Chapter 4, Part B.

4. QUALITY PROGRAM:

4.1 GENERAL DESCRIPTION: NAVORDSTA Louisville conforms to the requirements of NAVSEA OD 46574B, Weapons and Combat Systems Quality Assurance Requirements for Shore Stations and Engineering Agents. NOSLINST 4855.9C, NAVORDSTA Louisville Quality Assurance Procedures, implements the requirements of OD 46574B. Refer to Appendix B of this plan for the OD 46574B checklist of functions applicable to NAVORDSTA, Louisville. This Quality Plan (QAPP 60-001) describes the procedures that will be employed during the overhaul cycle of the FCS MK 92 CAS/STIR Program. Procurement, manufacturing, and process controls not specifically addressed in this plan are contained in NOSLINST 4855.9C, NAVORDSTA Quality Assurance Manual and NOSLINST 4855.14, Standard Certified Process Instructions.

4.2 RECEIVING INSPECTION: All materials purchased for the FCS MK 92 CAS/STIR Program are subjected to receipt inspection in accordance with NOSLINST 4855.9C Book IV, Chapter IV. Subject document contains procedures and responsibilities for compiling and maintaining procurement reliability, maintainability and quality data.

4.3 WORK INSTRUCTIONS: Shop Orders (Work Instructions) are issued to describe the sequence of manufacturing operations. Instructions are written in accordance with the procedures and guidelines delineated in Quality Assurance Manual NOSLINST 4855.9C, Book III, Chapter 3.

4.4 TEST AND INSPECTION PLANS: The Quality Engineering/ Management Branch (Code 6042) prepares Test/Inspection (T/I) notes utilizing the computer Production Management System (PMS). T/I notes are incorporated into the work instructions and become an integral part of the work package. Test plans will reflect the requirements of TAP Operations Plan (4757-F700). Any changes to T/I notes must be submitted to and approved by Code 6042. Changes that affect the TAP operations plan will be processed in accordance with paragraph 5.1 of this plan. Where applicable, work instructions will call out the procedures and test requirements of the affected Operation Sheets (OS) and, if applicable, the Technical Maintenance Overhaul and Repair Standard (TRS) as required by the Operations Plan. Requests for Test Equipment or Shop Accessory (SA) Tooling will be processed using Tool Design Order (NOSL Form 4870/4).

page 9

A-36-8

ASSIST TO NAVSEA IG
D. CEJKA
21 FEB 95

Purpose: Document meeting with BRAC Director of Production
Source: Mtg CM4 Rm 300, D. Cejka/G. Sibley/G. Colaneri/T. Herlihy (BRAC DP) at 13:00 this date
Scope: BRAC 95 issues
Criteria: NAH
Discussion: Tom commenced by discussing the BSAT procedures. He stated that there is no verbage in the BSAT Internal Control Policy that prohibited BSAT members from dealing directly with the lower activities (true statement). He stated that the major commands wanted to keep the chain of command intact, but due to the short fuse of responses (less than 48 hours), it was determined it better to go straight to the submitting commands, and FAX agreements to the major commands.

I asked Tom about the stablized wage rate issue (whether the computer model at NAVSEA was used as reductions to wage rates for the shipyards). He stated that the Cobra model used units of measures not costs (manyears versus salaried) because of differences in wage rates.

With regards to TRS/IPD - Tom thought he remembered in the BSEC minutes that they reduced these costs to 0 because the documentation would be done by government employees not contractors, and the cost of those salaries were sunk costs already. (CHECK WITH BSAT ON THIS ONE)

Stated that the COBRA MODEL had different costs per square foot for renovations and major construction built in. Stated that COBRA was commercially available, and that the COBRA was basis for BSAT decisions.

Stated that ADM Earner had new data calls (last Friday) that may contain changes to numbers for Louisville (and Lakehurst - Tom-s hotline project)

Stated that NAVSEA changed their methodology in accepting cost figures from BRAC 93 to BRAC 95 and that NAVAUD and GAO determined the current methodology was reasonable.

Stated that BSAT/BSEC had alot of problems with NAVSEA but did not elaborate. Stated that NAVSEA determined that R&D and Weapons Centers were "fat" and that the excess capacity at the Shipyards could accommodate those "fat" activities at lower costs.

WORK PAPER REF: A-37.1

I showed Tom 2 specific instances of what we determined were low ball attempts by Crane/Norfolk (Square footage for Phalanx, TRS/IPD costs) which Tom agreed were low ball tactics. I also showed Tom the 012/013 submissions signed by Louisville CO on 1/27/95, compared against what NSWC submitted as his submission with Higher Echelon Changes. He agreed the comparison of the 2 reflected the process was not followed.

Conclusion: Appears we are on the right track in substantiating allegations, but need to follow up with BSAT with regards to the selected scenerio; BSEC decisions related to TRS/IPD, square footage, and stabilized wage rates.

95-0044
NAVSEA IG ASSIST
D. CEJKA
22 FEB 95

Purpose: Document meeting between BSAT members and NAVAUDSVC this date
Source: Meeting at 09:00-12:00 at BSAT offices located at CNA building Falls Church, VA. Attendees: Dan Cejka & Gerry Colaneri NAVAUDSVC; CDR Judy Cronin, CDR Dennis Biddick (BSAT Analyists), Mr. Dick Leach BSAT audit liaison.
Scope: NAVSEA hotline allegations.
Criteria: Testimonial/documentary evidence IAW NAH
Discussion: Mr. Leach began the meeting by presenting minutes of meetings of BSEC/BSAT decisions involving Louisville's scenerios. Also, we received the COBRA MODEL for the recommended scenerio (012A/013A).

Mr. Leach stated that it was the BSAT decision to remove labor rates from the scenerios if they were non homogenius activities (TECH Center moving to Shipyard). He and CDR Cronin confirmed that wage rates were compared between shipyards. Stated that the decision not to apply labor rates in any other activity group was because of the magnitude of work (won't change the majority of work at gaining activities. I asked CDR Cronin whether the "COMPUTER MODEL" of NAVSEA was considered. She stated that while Mr. Booker was a knowledgable person, BSAT did not consider the "COMPUTER MODEL" as valid, and therefore stayed with the decision to remove wage rates as described by Mr. Leach. (This refutes allegation that NAVSEA 07B COMPUTER MODEL was basis for removal of those labor rates). CDR Cronin stated that Mr. Booker did not want to talk to TECH Centers (he was a shipyard person).

CDR Biddick stated that the non-concurrences pulled out from Louisville's submissions because BSAT directed was untrue. Stated that he went to NAVSEA and wanted NAVSEA's answer on how claimant handls their business. Stated that pulling the exceptions violates SECNAV at least at NSWC level. He did state that he told NAVSEA to decide because there could not be two answers when the scenerio was signed out. Also, all 3 BSAT personnel stated that BSAT did not have an agenda to close any particular activity, and that there were "no preconceived notions" at BSAT concerning these allegations.

Mr. Leach stated that the BSAT questions were formed because they felt the TECH CENTERS lacked knowledge of the true closure requirements.. Stated that capacity of military value was part of decision (not hidden agenda)

Mr. Leach stated that BRAC 93 figures were not scrubbed or audited by BSAT.

CDR Biddick stated that it was not required to put "R" on revised pages, this was only for BSAT to identify where changes occurred to compare submissions. Stated that this was a procedural problem, as is the failure of higher echelons to give Louisville all copies of changes to put in their files.

WORK PAPER REF: A-35.1

CRD Cronin stated the attached COBRA Model for Louisville closure under 012A/013A was a modified 028 but matches the final decision as it affects Louisville.

Conclusion: Based on the attached documents, appears BSEC made decision to remove all TRS costs from scenerio because in house labor would do work. Also, based on discussions, appears reason labor rates removed was BSAT decision not Booker COMPUTER MODEL. Finally, does not appear that BSAT directed any changes due to any pre-conceived notions, or hidden agenda.

BREAKDOWN OF ATTACHED DOCUMENTS

- Appears the first sign of decision on exact movements of Louisville functions to Norfolk for the gun systems and CIWS to Crane occurred on 8 Dec 94 (SEE W/P A-38.4 and A-38.5)
- Appears CIWS to Crane decided by 8 Dec 94 (W/P A-38.19)
- Appears the Rolling Airframe Missile move was considered (W/P A-38.20)
- Appears decision to elimate FMS, NATO, and Foreign Country overhaul support considered by BSEC/BSAT (W/P A-38.21)
- Appears TRS costs reduced to $0 by BSEC because in house labor will do required work and therefore no additional cost (no contracted costs) (W/P A-38.21)
- The COBRA MODEL found at W/P A-38.33 through A-38.108 represents scenerio 012A/013A (Move guns to Norfolk and CIWS to Crane) is identified as "SCENERIO 028Z - which includes movement of Indianapolis to Crane as well.

- From reviewing W/P A-38.33 which reflects the overall savings of $694 million as result of decisions contained in the COBRA MODEL, there appears to be no impact if the $81 million in TRS costs are added as a one-time cost. It appears the recurring cost savings starting in the year 2001 would not be affected. I conferred with CDR Biddick on my logic, and he confirmed my analysis. In conclusion - while the figure of $81 million appears material, it would not affect the overall decision on closing NSWC, Louisville.

BSAT BASE STRUCTURE ANALYSIS TEAM

4401 Ford Avenue • Post Office Box 16268 • Alexandria, Virginia 22302-0268 • (703) 681-0490

RP-0488-F9
BSAT\ON
8 Dec 1994

MEMORANDUM FOR THE BASE STRUCTURE EVALUATION COMMITTEE

Subj: REPORT OF BSEC DELIBERATIONS ON 8 DECEMBER 1994

Encl: (1) ASD (ES) ltr dtd 7 Dec 94
(2) Briefing Materials for COBRA Analysis (NSWC Louisville portion of scenarios 012/013)
(3) BSAT Exclusions to COBRA Analysis (NSWC Louisville)
(4) Briefing Materials for COBRA Analysis (Indianapolis portion of scenarios 027 and 028)
(5) Briefing Materials for COBRA Analysis (Louisville portion of scenario 028)
(6) Briefing Materials for COBRA Analysis (Keyport ship/sea systems work)
(7) Briefing Materials for COBRA Analysis (Crane ship/sea systems work)
(8) Briefing Materials for COBRA Analysis (NSY Long Beach)
(9) Briefing Materials for COBRA Analysis (White Oak)
(10) Briefing Materials for COBRA Analysis (Warminster)
(11) Briefing Materials for COBRA Analysis (NAVSEA 1 & 2)
(12) Briefing Materials for COBRA Analysis (NRF Laredo)
(13) Briefing Materials for COBRA Analysis (NMCRC San Jose)
(14) Briefing Materials for COBRA Analysis (REDCOM 7)

1. The sixty-fourth deliberative session of the Base Structure Evaluation Committee (BSEC) convened at 0910 on 8 December 1994 in the Base Structure Analysis Team (BSAT) Conference Room at the Center for Naval Analyses. The following members of the BSEC were present: Mr. Charles P. Nemfakos, Vice Chairman; Ms. Genie McBurnett; Vice Admiral Richard Allen, USN; Lieutenant General Harold W. Blot, USMC; and Lieutenant General James A. Brabham, USMC. The following members of the BSAT were present: Mr. Richard A. Leach; Mr. John Turnquist; Ms. Anne Rathmell Davis; and Lieutenant Colonel Orval E. Nangle, USMC.

2. The BSEC reviewed enclosure (1) which tasks the Military Departments to provide a description of closure and realignment scenarios by 3 January 1995 with final recommendations to be submitted by mid-February. A specific format for the submission is provided.

3. The Honorable Robert B. Pirie, Jr., Chairman; Vice Admiral William A. Earner, Jr., USN; and Ms. Elsie Munsell entered the deliberations at 0935. Mr. Gerald Schiefer; Captain Robert M. Moeller, USN; Commander Scott Evans, USN; Commander Louis

Biegeleisen, USN; Commander Dennis Biddick, CEC, USN; Commander Judy Cronin, USNR; Major Walter Cone, USMC; Lieutenant James Dolan, SC, USN; Lieutenant Christina May, USN; Mr. John Trick; and Mr. David Wennergren also entered the deliberations.

4. Mr. Wennergren briefed the results of the COBRA analysis for that portion of scenario numbers 012 and 013 which removes ship/sea systems work from NSWC Louisville to the shipyards and closes NSWC Louisville. See enclosure (2). NAVSEA chose to send the Louisville ship/sea systems work to Shipyard Norfolk with the remainder to NSWC Crane. Given the type of work (gun, gun fire control, and launch systems) being moved, Norfolk is a reasonable choice. The scenario would have up-front costs of $126M with return on investment taking 6 years. The BSAT excluded $240M of up-front costs. Enclosure (3) is a list of the types of costs excluded. There are presently 433 personnel at NSWC Louisville performing overhead functions, but that number would be reduced 293 by 2001 by force reductions. The BSEC noted that these functions were moving to activities with existing personnel organizations so there should not be large numbers of such personnel moving. Captain Moeller reported that shipyards have reduced the number of overhead personnel to 28% of total personnel as a result of increased efficiencies from larger numbers. Mr. Schiefer reported that the Technical Centers had similar numbers. The BSEC accepted 28% as a reasonable number and directed that not more than 28% of the total forces moving can be support (overhead) functions. This rule should henceforth be applied to all activities in all categories. The MILCON is to construct shop space and high bay storage. The BSEC found those one-time costs to be reasonable; the period for return on investment was lengthened because the transition would not be completed until 2001. The major factor in the delay is MILCON and acquisition lead time associated with the CIWS work. An 18 month transition scheduled for CIWS is planned, so it will be necessary to work ahead and build up supply stocks to get through that period. Even considering the MILCON requirements, the need to build up inventory, and the transport time, the BSEC felt that the closure and realignment could be completed by the year 2000. This would also be consistent with the scenarios developed by the BSAT Technical Center Team. The BSEC directed the analysis be modified to be completed by 2000.

5. The BSEC recessed at 1112 and reconvened at 1130. All members of the BSEC and BSAT present when the Committee recessed were again present. There was a request for the BSEC to meet with the Testing and Evaluation Joint Cross-Service Group (T&E JCSG). BSEC noted that it would probably not have the data concerning the T&E JCSG scenarios returned by next week and could not release any results of its deliberations prior to the Secretary making a decision; however, the BSEC was willing to meet.

6. Mr. Wennergren briefed the results of the COBRA analysis for scenario numbers 027 and 028 which close NAWC Indianapolis (and NSWC Louisville in scenario 028).

a. Enclosure (4) is the Indianapolis portion of scenarios 027 and 028. The top line (labeled "NAWC IND ALT 1") is the results of analysis closing NAWC Indianapolis and moving necessary functions to NSWC Louisville (scenario 027); the middle line (labeled "NAWC IND/LOUIS ALT A") is the results of analysis of the Indianapolis portion of scenario 028 (closing NAWC Indianapolis and NSWC Louisville and moving necessary functions to NSWC Crane); and the third line (labeled "NAWC IND/LOUI ALT2AB") is the results of analysis of the Indianapolis portion of an alternative receiving site for scenario 028 suggested by NAVAIR which moves necessary functions to NSWC Crane, Patuxent River, and China Lake. The personnel changes and one-time costs are summarized in enclosure (4). Each of the scenarios had a return on investment in 3 to 4 years and eliminated 872 to 1034 positions.

b. Enclosure (5) is the results of analysis of the Louisville portion of scenario 028 closing NAWC Indianapolis and NSWC Louisville and moving necessary functions to NSWC Crane. Necessary functions would move to NSWC Crane by the year 2000. The analysis eliminates 1.16 million square feet of space, 30 light vehicles, 142 heavy vehicles, 412 pieces of equipment, 118 support personnel, and $209M in one-time costs. Enclosure (5) indicates which depot lines and functions would be moved to Crane and which would be eliminated.

The BSEC approved the analyses as presented but directed the BSAT to combine the closure of NAWC Indianapolis alternative "NAWC IND/LOUI ALT2AB" with that portion of scenario 012/013 sending NSWC Louisville's ship/sea systems work to the shipyards. The BSEC thought this combination might have a better payoff and to the extent that heavy industrial lines can be consolidated at one location, certain efficiencies in environment and pollution are gained that are not reflected in COBRA.

7. The BSEC recessed at 1205 and reconvened at 1240. All members of the BSEC present when the Committee recessed were again present. In addition, the following BSAT members were present: Mr. Leach, Mr. Turnquist, Ms. Davis, Captain Moeller, Lieutenant Colonel Nangle, Commander Biegeleisen, Commander Biddick, Commander Cronin, Lieutenant Dolan, and Mr. Wennergren.

8. Mr. Wennergren briefed the results of the COBRA analysis for that portion of scenarios number 012, 013, and 093 which removes ship/sea systems work from NUWC Keyport to ~~Portsmouth~~ Puget Sound Naval Shipyard. See enclosure (6). The work moved includes torpedo-

related systems but does not include torpedoes, which are located at the ordnance facilities. The BSAT excluded $10M in one-time costs from the analysis. The BSAT found that movement of the electronic test and repair console might well necessitate construction of a new one at Keyport. Consequently, light industrial work was transferred to the shipyard and the work requiring the electronic console was retained at Keyport. The scenario would eliminate 14 billets and transfer workload (non-salary savings) for 14 other billets. The return on investment was immediate. The BSEC approved the analysis as presented.

9. Mr. Wennergren briefed the results of the COBRA analysis for that portion of scenarios number 012 and 013 which removes ship/sea systems work from NSWC Crane to Norfolk Naval Shipyard. See enclosure (7). The BSAT excluded $27M in one-time costs. NSWC Crane is the only facility in DoN that can do depot level microwave component work. These is no similar system in the Army or Air Force that can do the work. The one-time costs includes $29.1M to rehabilitate 200,000 square feet at Norfolk and $99.3M to duplicate equipment for radar and electronic warfare work. The BSEC directed that the BSAT examine what equipment and what ship classes they work on. The BSEC also noted that the analysis did not move the in-service engineering (ISE) work which required Crane to keep all equipment for that function. The BSEC directed the BSAT to analyze the costs of moving all the ISE and acquisition functions as well.

10. Mr. Wennergren briefed the results of the COBRA analysis for closing Naval Shipyard Long Beach. See enclosure (8). The second figures on the enclosure are the revised analysis. In the revised analysis the number of personnel at FISC Detachment Long Beach which will move to San Diego was reduced from 76 to 18 (58 eliminated) and the requirement for additional administrative space was reduced from 32,000 square feet to zero. The BSAT excluded $29M in one-time MILCON costs by eliminating the construction of a new Navy Exchange, service station, fitness center, and other support facilities for Weapons Station Seal Beach. The BSEC discussed the military housing which was on the Long Beach NSY property account and decided to move all necessary regional support to the Weapons Station Seal Beach property account. The BSEC approved the analysis as presented.

11. Captain Moeller, Commander Biegeleisen, Commander Biddick, Commander Cronin, and Lieutenant Dolan departed. Mr. Schiefer and Commander Samuels entered the deliberations.

12. Commander Samuels briefed the results of the COBRA analysis for scenario number 042 closing NSWC Detachment White Oak. See enclosure (9). Three alternatives to the basic scenario were briefed. NSWC White Oak has the following facilities: Ship

Magnetic Signature Control R&D Complex, Nuclear Weapons Radiation Effects Complex which includes Reentry Body Dynamics R&D, Hypervelocity Wind Tunnel, and Hydroballistics Facility. The functions of each facility is noted in enclosure (9). The BSAT excluded environmental costs and certain building shut down costs from the analysis. The basic scenario would move functions to NSWC Det Annapolis, Philadelphia, and Dahlgren and did not have a return of investment in the next hundred years. There is also the possibility that NSWC Annapolis may close. The three alternatives eliminate 67 billets and have an immediate payback. The BSEC discussed the Defense Nuclear Agency (DNA) plan to consolidate the above ground testing radiation facilities by closing facilities at Aurora and San Diego. DNA is willing to take control of the Nuclear Weapons Radiation Effects Complex at White Oak but wants the DoN billets to transfer as well. MILCON of $1.5M is required for the three alternative receiving sites because Dahlgren does not have adequate SCIF space for the Reentry Body Dynamics R&D facility. After reviewing the options, the BSEC preferred the Walk-Away option but directed the BSAT to exclude the costs for another SCIF at Dahlgren. Commander Samuels departed and Mr. Trick entered.

13. Mr. Wennergren briefed the results of the revised COBRA analysis for scenario number 030 closing NAWC and NCCOSC Warminster. See enclosure (10). The first line (NAWC Warminster 1) of enclosure (10) is the analysis with the military medical billets eliminated and no further eliminations of NCCOSC Warminster billets; the second line reflects the elimination of additional technical personnel. The personnel reductions in the second line include the discontinued inertial navigation facility (32 billets) and an 18.5% decrease reflected in 1995 FYDP and the FY 96 Manpower POM (46 billets). NCCOSC will not certify any further eliminations because it claims that its workload is not decreasing and that its budget supports that fact. Both analyses have an immediate return on investment. The BSEC approved the analysis as presented on the second line (NAWC Warminster 2) which follows the declining Defense budget and eliminates additional technical billets.

14. Mr. Schiefer and Mr. Trick depart. Captain Golembieski and Ms. Murrel Coast entered the deliberations.

15. Mr. Wennergren briefed the results of the COBRA analysis for that portion of scenario numbers 070 and 071 relocating NAVSEA and Human Resources Office from White Oak to Washington Navy Yard. See enclosure (11). The analysis denoted "NAVSEA 1" has one-time costs of $214.5M and steady-state savings of $9.4M but yields a return on investment in one year because there would be substantial one-time cost-avoidance as facilities at White Oak would not be rehabilitated for NAVSEA as provided in BRAC-93. The analysis

denoted "NAVSEA 2" shows the reduced MILCON that would be required for NAVSEA if SPAWAR were to leave the Washington Navy Yard to consolidate at San Diego (scenario 071). As with NAVSEA 1, the return on investment (immediate in this case) reflects the substantial one-time cost-avoidance as facilities at White Oak would not be rehabilitated for NAVSEA. Both scenarios would allow elimination of some billets necessitated by remote location at White Oak. A third alternative suggested by NAVSEA would be to relocate NAVSEA at the Navy Annex in Washington, DC. The COBRA analysis for this alternative receiving site would be nearly identical to that for NAVSEA 2 if certain assumptions made by NAVSEA were true, namely: that GAO would give the building to DoN and DoN would charge the same rental rate for the Annex as it does for the Navy Yard rather than the higher GAO rate. The BSEC noted that there is no indication that GAO will give DoN the Annex; the latest plan is to move the Marine Corps out and give the facility to the Arlington National Cemetery. More importantly, the purpose of BRAC is to reduce excess capacity. It makes no sense to acquire additional excess capacity, particularly when there is unused capacity at the Washington Navy Yard. The BSEC approved the analysis as presented.

16. Ms. Coast departed. Captain Walter Vandivort, USNR, and Commander William Hendrix, USNR, entered the deliberations.

17. Mr. Wennergren briefed the results of the COBRA analysis for closing Naval Reserve Facility Laredo, Texas. See enclosure (12). Reserve units at Laredo would drill at Harlingen and Corpus Christi. The Reserves do not believe that closure will present any recruiting or demographic problems. Closure would require one-time costs of $27K and produce an immediate return on investment. The recurring savings would be $215K per year and have a net present value of $3,167,000. The BSEC approved the analysis as presented.

18. Mr. Wennergren briefed the results of the COBRA analysis for closing Navy Marine Corps Reserve Center San Jose, California. See enclosure (13). The analysis reflects one-time costs of $8,514K because the Marine Corps portion of the Center would not close. The Marine Corps claims that closure of the Center would result in an 80% attrition rate, and they don't want to lose those people. The Marines would build a new center at the AFRC Concord. The Navy also had some construction at San Bruno. The return on investment would take 25 years. The BSEC accepted the analysis as presented and decided not to pursue closure of NMCRC San Jose.

19. Mr. Wennergren briefed the results of the COBRA analysis for closing Naval Readiness Command 7 in Charleston, SC. See enclosure (14). Closure would require one-time costs of $218K and produce an immediate return on investment. The recurring savings would be

$2,224K per year and have a net present value of $33,402,000. The BSEC approved the analysis as presented.

20. The deliberative session adjourned at 1450.

Orval E. Nangle

ORVAL E. NANGLE
LTCOL, USMC
Recording Secretary

ROI Summary

Scenario	One-Time Costs	Steady-State Savings	ROI Years	20 Year NPV
nswclv	118.1	-12.3	11 Years	-35.8

All Dollars shown in Millions

Notes:

Encl (5)

Disposition of B...s/Positions

Scenario		Officers	Enlisted	Civilian	Students	Total
nswclv	Eliminate	4	0	123		127
	Move	0	11	1,184	0	1,195

LOUISVILLE MOVE TO CRANE

CURRENT 1.668M SQFT REDUCED TO 0.5M SQFT

LIGHT VEHICLES REDUCED FROM 30 TO 0

HEAVY VEHICLES/SPECIAL EQUIP REDUCED FROM 183 TO 41

1197 PIECES OF EQUIPMENT REDUCED TO 785

5 (OR 10) DEPOT LINES ELIMINATED - 18 LINES TAKEN TO CRANE

SUPPORT PERSONEL REDUCED FROM 293 TO 175 - 118 ELIMINATED

SUPPORT PEOPLE JUSTIFIED BY EACH FUNCTION

ADAMANT THAT WORKLOAD IS FLAT -- LITTLE TECHNICAL SYNERGY

1322 PEOPLE AT START-- 1195 MOVING-- 1190 TO CRANE

$160M PLUS $100M PLUS $209.5 M REDUCTIONS HAVE OCCURRED

MAJOR MOVES START IN FY 98 - COMPLETES IN FY 00

DEPOT LINES TRANSITIONED TO CRANE

DECOY LAUNCHING SYSTEMS

STANDARD MISSILE ROCKET MOTOR CASINGS

REVERSE ENGINEERING/MANUFACTURING/PROTOTYPE

VALVE BALL

MK 23 TARGET ACQUISITION SYSTEM

MK 32 SURFACE VESSEL TORPEDO TUBES

CABLE/HARNESS MANUFACTURING

ARMORED BOX LAUNCHERS

MK 17 AND MK 19 TURBINE PUMP EJECTION SYSTEM

LAUNCHER SUPPORT (MK 13 AND MK 26 TARTAR)

CIWS

MK 45 5" GUNS AND 2J/7H COMPONENTS

MK 75 76mm GUNS AND 2J/7H COMPONENTS

ROLLING AIRFRAME MISSILE GUIDED MISSILE LAUNCHER SYSTEM

MK 92 FIRE CONTROL SYSTEMS

NATO SEASPARROW GUIDED MISSILE LAUNCHER SYSTEM

TRI-SERVICE MK 19 MACHINE GUN

U. S. ARMY 60mm AND 81mm MORTARS

DEPOT LINES ELIMINATED

MK68 GUN FIRECONTROL SYSTEMS W/ SUBSYSTEMS

MK 56 GUN FIRE CONTROL SYSTEMS W/ SUBSYSTEMS

5" / 38 SINGLE AND TWIN MOUNTS

3" / 50 SINGLE AND TWIN MOUNTS

MK42 5" / 54 GUN MOUNT

MK 112 ASROC

MK 11 TARTAR

MK 10 TERRIER

MK 37 GUN FIRE CONTROL SYSTEM

MK 38 GUN FIRE CONTROL SYSTEM

FUNCTIONS NOT MOVED/REPLICATED AT CRANE

PLATING

ELIMINATED DEPOT LINES EQUIPMENT

CORROSION CONTROL

SMALL MACHINE SHOP

X-RAY FACILITIES

ENVIRONMENTAL TEST FACILITIES

METALLUGICAL TEST FACILITIES

ELECTRONIC MODULE TEST AND REPAIR FACILITIES

FAILURE/MATERIAL ANALYSIS

SUPPORT PERSONNEL LOUISVILLE TO CRANE

FUNCTION	CURRENT	RELOCATE TO CRANE
COMMAND	21	0
COMPTROLLER	11	7
ADMINISTRATION	62	20
HRO	27	18
SUPPLY MGT.	143	75
COMPUTER SUPT	48	15
INFO SYSTEMS	39	15
SAFETY	5	3
PHYS SECURITY	30	0
PUB WORKS	36	20
FIRE PROTECT.	4	0
MEDICAL	7	2
	---	---
	433	175

NSWC LOUISVILLE CLOSURE EXCLUSIONS

ACTIVITY	AREA	ITEMS EXCLUDED	COST EXCLUDED	REASON
NSWC LOUISVILLE	Disp. of Personnel	8 Civilian positions to NSWC Dahlgren	-	Duplicate of S. & T functions at Dahlgren
NSWC LOUISVILLE	1 Time Unique	Dismantle/Inspect Supply Equipment	$0.364M	Memo Item 1.
NSWC LOUISVILLE	1 Time Unique	Maintenance of Buildings/Structures/Grounds	$0.954M	Allowance in COBRA covers
NSWC LOUISVILLE	1 Time Unique	Utilities/Maintenance	$2.25M	Allowance in COBRA covers
NSWC LOUISVILLE	1 Time Unique	Refuse, telephones, janitorial	$0.201M	Allowance in COBRA covers
NSWC LOUISVILLE	1 Time Unique	Environmental Cost of Closure	$6.669M	Allowance in COBRA covers
NSWC LOUISVILLE	1 Time Unique	Mk 45/75 functional engineering models for Port Hueneme	$3.0M	Overhauling not a closure cost.
NSWC LOUISVILLE	1 Time Unique	CIWS overhaul/LLTM	$48.6M	Overhauling not a closure cost.
NSWC LOUISVILLE	1 Time Unique	Orientation of new CIWS personnel	$4.5M	Memo: Item 7
SUBTOTAL			**$66.5m**	
NSWC LOUISVILLE	Net Mission Costs	Depot transitional costs to sustain fleet/workforce readiness	**$45.37M**	Memo: Item 8
NSWC LOUISVILLE	1 Time Moving	Equipment teardown/recalibration	$13.2M	Memo: Item 1
NSWC LOUISVILLE	1 Time Moving	Prod. Supp. ADP Teardown/recall	$0.24M	Memo: Item 1
SUBTOTAL			**$13.4M**	
NSWC LOUISVILLE Port Hueneme	Billets/Force Structure	30 Billets covered by BRAC 91		BRAC 91
NSWC LOUISVILLE NNSY	Mission Costs	Increase costs due to stabilized rate.	**$29.12M**	Inconsistent with NAVSEA certified data.
NSWC LOUISVILLE NNSY	1 Time Unique	Certification of production processes and personnel	$12.5M	Memo: Item 3
NSWC LOUISVILLE NNSY	1 Time Unique	Special Support Functions	$45M	Memo: 6/9
NSWC LOUISVILLE NNSY	1 Time Unique	TRS development	$18M	Salaried employees. Not additional cost
NSWC LOUISVILLE NNSY	1 Time Unique	CIWS upgrade; ovhl	$0.9M	Overhauling not a closure cost
NSWC LOUISVILLE NNSY	1 Time Unique	CIWS certification test facilities/program	$0.75M	Memo: Item 3
NSWC LOUISVILLE NNSY	1 Time Unique	Retrain NNSY workforce	$7.9M	Memo: Item 7
SUBTOTAL			**$85.1M**	
NSWC LOUISVILLE Dahlgren	Misc Recurring Costs	Miscellaneous Recurring Costs	**$0.96M**	No People/No Costs
TOTAL			**$240.4M**	

Encl (3)

COBRA REALIGNMENT SUMMARY (COBRA v5.08) - Page 1/2
Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Starting Year : 1996
Final Year : 2000
ROI Year : 2002 (2 Years)

NPV in 2015($K): -639,883
1-Time Cost($K): 179,966

Net Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	4,705	-2,501	13,656	11,562	-3,520	0	23,902	0
Person	0	-998	-2,754	-10,681	-33,574	-48,016	-96,025	-48,016
Overhd	5,764	4,491	5,318	610	-9,776	-19,931	-13,524	-19,931
Moving	26	3,266	15,910	31,688	14,966	0	65,857	0
Missio	0	0	44	125	144	144	457	144
Other	1,346	4,524	26,800	13,484	4	0	46,158	0
TOTAL	11,842	8,782	58,974	46,788	-31,757	-67,804	26,825	-67,804

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	10	0	10
Enl	0	0	0	0	0	0	0
Civ	0	46	66	310	442	0	864
TOT	0	46	66	310	452	0	874
POSITIONS REALIGNED							
Off	0	0	1	2	0	0	3
Enl	0	0	2	17	19	0	38
Stu	0	0	0	0	0	0	0
Civ	1	81	744	1,093	535	0	2,454
TOT	1	81	747	1,112	554	0	2,495

Summary:

SCENARIO 028Z

Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	4,705	8,679	13,656	11,562	0	0	38,602	0
Person	0	260	1,586	4,044	2,131	160	8,182	160
Overhd	5,764	4,646	6,180	9,529	9,839	6,885	42,843	6,885
Moving	26	3,266	15,913	31,706	14,983	0	65,894	0
Missio	0	0	44	125	144	144	457	144
Other	1,551	4,924	26;800	13,484	4	0	46,763	0
TOTAL	12,047	21,775	64,180	70,449	27,101	7,189	202,741	7,189

Savings ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	0	11,180	0	0	3,520	0	14,700	0
Person	0	1,258	4,341	14,725	35,706	48,177	104,207	48,177
Overhd	0	155	862	8,918	19,615	26,816	56,367	26,816
Moving	0	0	3	17	17	0	37	0
Missio	0	0	0	0	0	0	0	0
Other	205	400	0	0	0	0	605	0
TOTAL	205	12,993	5,205	23,660	58,858	74,994	175,915	74,994

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TOTAL ONE-TIME COST REPORT (COBRA v5.08) - Page 1/10
Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	38,602,042	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		38,602,042
Personnel		
Civilian RIF	5,034,036	
Civilian Early Retirement	1,939,449	
Civilian New Hires	0	
Eliminated Military PCS	45,270	
Unemployment	739,152	
Total - Personnel		7,757,907
Overhead		
Program Planning Support	17,578,452	
Mothball / Shutdown	3,371,250	
Total - Overhead		20,949,702
Moving		
Civilian Moving	45,187,238	
Civilian PPS	12,700,800	
Military Moving	182,439	
Freight	7,823,348	
One-Time Moving Costs	0	
Total - Moving		65,893,825
Other		
HAP / RSE	0	
Environmental Mitigation Costs	100,000	
One-Time Unique Costs	46,663,000	
Total - Other		46,763,000
Total One-Time Costs		179,966,476
One-Time Savings		
Military Construction Cost Avoidances	14,700,000	
Family Housing Cost Avoidances	0	
Military Moving	36,998	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		14,736,998
Total Net One-Time Costs		165,229,477

ONE-TIME COST REPORT (COBRA v5.08) - Page 2/10
Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC AD INDIANAPOLIS, IN
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	3,327,583	
Civilian Early Retirement	1,294,607	
Civilian New Hires	0	
Eliminated Military PCS	27,162	
Unemployment	488,592	
Total - Personnel		5,137,944
Overhead		
Program Planning Support	11,455,694	
Mothball / Shutdown	1,286,250	
Total - Overhead		12,741,944
Moving		
Civilian Moving	29,568,965	
Civilian PPS	8,899,200	
Military Moving	143,275	
Freight	1,157,117	
One-Time Moving Costs	0	
Total - Moving		39,768,556
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	4,000	
Total - Other		4,000
Total One-Time Costs		57,652,445
One-Time Savings		
Military Construction Cost Avoidances	14,700,000	
Family Housing Cost Avoidances	0	
Military Moving	27,072	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		14,727,072
Total Net One-Time Costs		42,925,373

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ONE-TIME COST REPORT (COBRA v5.08) - Page 3/10
Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC LOUISVILLE, KY
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	1,706,453	
Civilian Early Retirement	644,842	
Civilian New Hires	0	
Eliminated Military PCS	18,108	
Unemployment	250,560	
Total - Personnel		2,619,963
Overhead		
Program Planning Support	6,122,758	
Mothball / Shutdown	2,085,000	
Total - Overhead		8,207,758
Moving		
Civilian Moving	15,618,274	
Civilian PPS	3,801,600	
Military Moving	39,164	
Freight	6,666,231	
One-Time Moving Costs	0	
Total - Moving		26,125,268
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		36,952,989
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	9,926	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		9,926
Total Net One-Time Costs		36,943,063

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Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC CRANE, IN
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	19,115,524	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		19,115,524
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	100,000	
One-Time Unique Costs	7,704,000	
Total - Other		7,804,000
Total One-Time Costs		26,919,524
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		26,919,524

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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC AD PAX RIVER, MD
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	582,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		582,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		582,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		582,000

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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC WPN CHINA LAKE, CA
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	1,170,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		1,170,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		1,170,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		1,170,000

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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSY NORFOLK, VA
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	17,734,518	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		17,734,518
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	38,325,000	
Total - Other		38,325,000
Total One-Time Costs		56,059,518
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		56,059,518

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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NTC GREAT LAKES, IL
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: WATERVLIET ARMY ARS., NY
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	630,000	
Total - Other		630,000
Total One-Time Costs		630,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		630,000

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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC PORT HUENEME, CA
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.08) - Page 1/10
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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

All Costs in $K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
NAWC AD INDIANAPOLIS	0	0	0	-14,700	-14,700
NSWC LOUISVILLE	0	0	0	0	0
NSWC CRANE	19,115	0	0	0	19,115
NAWC AD PAX RIVER	582	0	0	0	582
NAWC WPN CHINA LAKE	1,170	0	0	0	1,170
NSY NORFOLK	17,734	0	0	0	17,734
NTC GREAT LAKES	0	0	0	0	0
WATERVLIET ARMY ARS.	0	0	0	0	0
NSWC PORT HUENEME	0	0	0	0	0
Totals:	38,602	0	0	-14,700	23,902

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

MilCon for Base: NAWC AD INDIANAPOLIS, IN

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
				Total Construction Cost:		0
				+ Info Management Account:		0
				+ Land Purchases:		0
				- Construction Cost Avoid:		14,700
				TOTAL:		-14,700

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

MilCon for Base: NSWC CRANE, IN

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
ADMIN FM INDY	ADMIN	0	n/a	110,000	n/a	8,800
MAINTENANCE FM INDY	MAINT	54,600	6,897	0	0	6,897
SCIF FM INDY	RDT&E	0	n/a	0	n/a	768
SHIP MAINTENANCE FM LOUISVILLE	SHPYD	3,500	n/a	0	n/a	650
MAINTENANCE FM LOUISVILLE	MAINT	100,000	n/a	0	n/a	2,000

Total Construction Cost:	19,115
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	19,115

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

MilCon for Base: NAWC AD PAX RIVER, MD

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
ADMIN	ADMIN	21,750	n/a	0	n/a	185
RDT&E	RDT&E	2,560	n/a	0	n/a	22
NETWORK	RDT&E	0	n/a	0	n/a	375

Total Construction Cost:	582
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	582

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

MilCon for Base: NAWC WPN CHINA LAKE, CA

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
ADMIN	ADMIN	45,000	n/a	0	n/a	605
MAINTENANCE	MAINT	14,166	n/a	0	n/a	142
RDT&E	RDT&E	5,389	n/a	0	n/a	135
scif	RDT&E	0	n/a	0	n/a	288

Total Construction Cost:	1,170
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	1,170

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

MilCon for Base: NSY NORFOLK, VA

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
STORAGE	STORA	30,000	3,181	0	0	3,181
SHOP SPACE	SHPYD	100,000	14,553	0	0	14,553

Total Construction Cost:	17,734
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	17,734

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

PERSONNEL SUMMARY REPORT (COBRA v5.08)
Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

PERSONNEL SUMMARY FOR: NAWC AD INDIANAPOLIS, IN

BASE POPULATION (FY 1996):

Officers	Enlisted	Students	Civilians
9	25	0	2,852

FORCE STRUCTURE CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	2	0	0	0	0	0	2
Students	0	0	0	0	0	0	0
Civilians	-240	0	0	0	0	0	-240
TOTAL	-238	0	0	0	0	0	-238

BASE POPULATION (Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
9	27	0	2,612

PERSONNEL REALIGNMENTS:

To Base: NSWC CRANE, IN

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	1	1	0	0	2
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	1	57	469	470	155	0	1,152
TOTAL	1	57	470	471	155	0	1,154

To Base: NAWC AD PAX RIVER, MD

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	70	75	0	0	145
TOTAL	0	0	70	75	0	0	145

To Base: NAWC WPN CHINA LAKE, CA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	1	0	0	1
Enlisted	0	0	0	17	0	0	17
Students	0	0	0	0	0	0	0
Civilians	0	0	100	182	0	0	282
TOTAL	0	0	100	200	0	0	300

To Base: NTC GREAT LAKES, IL

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	10	0	10
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	5	0	5
TOTAL	0	0	0	0	15	0	15

TOTAL PERSONNEL REALIGNMENTS (Out of NAWC AD INDIANAPOLIS, IN):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	1	2	0	0	3
Enlisted	0	0	0	17	10	0	27
Students	0	0	0	0	0	0	0
Civilians	1	57	639	727	160	0	1,584
TOTAL	1	57	640	746	170	0	1,614

Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

SCENARIO POSITION CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	-6	0	-6
Enlisted	0	0	0	0	0	0	0
Civilians	0	0	0	-185	-242	0	-427
TOTAL	0	0	0	-185	-248	0	-433

POSITIONS ELIMINATED (No Salary Savings):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Civilians	0	0	0	-601	0	0	-601
TOTAL	0	0	0	-601	0	0	-601

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	0

PERSONNEL SUMMARY FOR: NSWC LOUISVILLE, KY

BASE POPULATION (FY 1996):

Officers	Enlisted	Students	Civilians
5	11	0	1,607

FORCE STRUCTURE CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	-1	0	0	0	0	0	-1
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	-300	0	0	0	0	0	-300
TOTAL	-301	0	0	0	0	0	-301

BASE POPULATION (Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
4	11	0	1,307

PERSONNEL REALIGNMENTS:

To Base: NSWC CRANE, IN

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	2	0	9	0	11
Students	0	0	0	0	0	0	0
Civilians	0	13	71	242	192	0	518
TOTAL	0	13	73	242	201	0	529

To Base: NSY NORFOLK, VA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	11	34	74	111	0	230
TOTAL	0	11	34	74	111	0	230

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

To Base: WATERVLIET ARMY ARS., NY

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	0	15	0	0	15
TOTAL	0	0	0	15	0	0	15

To Base: NSWC PORT HUENEME, CA

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	0	35	72	0	107
TOTAL	0	0	0	35	72	0	107

TOTAL PERSONNEL REALIGNMENTS (Out of NSWC LOUISVILLE, KY):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	2	0	9	0	11
Students	0	0	0	0	0	0	0
Civilians	0	24	105	366	375	0	870
TOTAL	0	24	107	366	384	0	881

SCENARIO POSITION CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	-4	0	-4
Enlisted	0	0	0	0	0	0	0
Civilians	0	-46	-66	-125	-200	0	-437
TOTAL	0	-46	-66	-125	-204	0	-441

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	0

PERSONNEL SUMMARY FOR: NSWC CRANE, IN

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
14	83	0	3,256

PERSONNEL REALIGNMENTS:
From Base: NAWC AD INDIANAPOLIS, IN

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	1	1	0	0	2
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	1	57	469	470	155	0	1,152
TOTAL	1	57	470	471	155	0	1,154

From Base: NSWC LOUISVILLE, KY

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	2	0	9	0	11
Students	0	0	0	0	0	0	0
Civilians	0	13	71	242	192	0	518
TOTAL	0	13	73	242	201	0	529

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

TOTAL PERSONNEL REALIGNMENTS (Into NSWC CRANE, IN):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	1	1	0	0	2
Enlisted	0	0	2	0	9	0	11
Students	0	0	0	0	0	0	0
Civilians	1	70	540	712	347	0	1,670
TOTAL	1	70	543	713	356	0	1,683

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
16	94	0	4,926

PERSONNEL SUMMARY FOR: NAWC AD PAX RIVER, MD

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
463	2,361	23	3,119

PERSONNEL REALIGNMENTS:
From Base: NAWC AD INDIANAPOLIS, IN

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	70	75	0	0	145
TOTAL	0	0	70	75	0	0	145

TOTAL PERSONNEL REALIGNMENTS (Into NAWC AD PAX RIVER, MD):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	70	75	0	0	145
TOTAL	0	0	70	75	0	0	145

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
463	2,361	23	3,264

PERSONNEL SUMMARY FOR: NAWC WPN CHINA LAKE, CA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
143	868	0	4,226

PERSONNEL REALIGNMENTS:
From Base: NAWC AD INDIANAPOLIS, IN

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	1	0	0	1
Enlisted	0	0	0	17	0	0	17
Students	0	0	0	0	0	0	0
Civilians	0	0	100	182	0	0	282
TOTAL	0	0	100	200	0	0	300

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

TOTAL PERSONNEL REALIGNMENTS (Into NAWC WPN CHINA LAKE, CA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	1	0	0	1
Enlisted	0	0	0	17	0	0	17
Students	0	0	0	0	0	0	0
Civilians	0	0	100	182	0	0	282
TOTAL	0	0	100	200	0	0	300

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
144	885	0	4,508

PERSONNEL SUMMARY FOR: NSY NORFOLK, VA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
75	106	0	8,952

PERSONNEL REALIGNMENTS:
From Base: NSWC LOUISVILLE, KY

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	11	34	74	111	0	230
TOTAL	0	11	34	74	111	0	230

TOTAL PERSONNEL REALIGNMENTS (Into NSY NORFOLK, VA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	11	34	74	111	0	230
TOTAL	0	11	34	74	111	0	230

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
75	106	0	9,182

PERSONNEL SUMMARY FOR: NTC GREAT LAKES, IL

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
193	2,372	4,711	893

PERSONNEL REALIGNMENTS:
From Base: NAWC AD INDIANAPOLIS, IN

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	10	0	10
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	5	0	5
TOTAL	0	0	0	0	15	0	15

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

TOTAL PERSONNEL REALIGNMENTS (Into NTC GREAT LAKES, IL):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	10	0	10
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	5	0	5
TOTAL	0	0	0	0	15	0	15

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
193	2,382	4,711	898

PERSONNEL SUMMARY FOR: WATERVLIET ARMY ARS., NY

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
4	0	0	1,553

PERSONNEL REALIGNMENTS:
From Base: NSWC LOUISVILLE, KY

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	0	15	0	0	15
TOTAL	0	0	0	15	0	0	15

TOTAL PERSONNEL REALIGNMENTS (Into WATERVLIET ARMY ARS., NY):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	0	15	0	0	15
TOTAL	0	0	0	15	0	0	15

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
4	0	0	1,568

PERSONNEL SUMMARY FOR: NSWC PORT HUENEME, CA

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
257	3,452	35	3,512

PERSONNEL REALIGNMENTS:
From Base: NSWC LOUISVILLE, KY

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	0	35	72	0	107
TOTAL	0	0	0	35	72	0	107

Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

TOTAL PERSONNEL REALIGNMENTS (Into NSWC PORT HUENEME, CA):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	0	0	0	35	72	0	107
TOTAL	0	0	0	35	72	0	107

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
257	3,452	35	3,619

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.08) - Page 1/10
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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		1	81	744	1,093	535	0	2454
Early Retirement*	10.00%	0	8	74	110	54	0	246
Regular Retirement*	5.00%	0	5	38	56	28	0	127
Civilian Turnover*	15.00%	0	13	112	163	81	0	369
Civs Not Moving (RIFs)*+		0	5	44	66	32	0	147
Civilians Moving (the remainder)		1	50	476	698	340	0	1565
Civilian Positions Available		0	31	268	395	195	0	889
CIVILIAN POSITIONS ELIMINATED		0	46	66	911	442	0	1465
Early Retirement	10.00%	0	5	7	92	44	0	148
Regular Retirement	5.00%	0	2	3	45	22	0	72
Civilian Turnover	15.00%	0	7	10	137	66	0	220
Civs Not Moving (RIFs)*+		0	3	4	55	27	0	89
Priority Placement#	60.00%	0	28	40	547	265	0	880
Civilians Available to Move		0	1	2	35	18	0	56
Civilians Moving		0	1	2	35	18	0	56
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		1	81	744	1,093	535	0	2454
Civilians Moving		1	51	478	733	358	0	1621
New Civilians Hired		0	30	266	360	177	0	833
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	13	81	202	98	0	394
TOTAL CIVILIAN RIFS		0	8	48	121	59	0	236
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	28	40	547	265	0	880
TOTAL CIVILIAN NEW HIRES		0	30	266	360	177	0	833

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC AD INDIANAPOLIS, IN	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		1	57	639	727	160	0	1584
Early Retirement*	10.00%	0	6	64	73	17	0	160
Regular Retirement*	5.00%	0	3	32	37	8	0	80
Civilian Turnover*	15.00%	0	9	96	109	24	0	238
Civs Not Moving (RIFs)*	6.00%	0	3	38	44	9	0	94
Civilians Moving (the remainder)		1	36	409	464	102	0	1012
Civilian Positions Available		0	21	230	263	58	0	572
CIVILIAN POSITIONS ELIMINATED		0	0	0	786	242	0	1028
Early Retirement	10.00%	0	0	0	79	24	0	103
Regular Retirement	5.00%	0	0	0	39	12	0	51
Civilian Turnover	15.00%	0	0	0	118	36	0	154
Civs Not Moving (RIFs)*	6.00%	0	0	0	47	15	0	62
Priority Placement#	60.00%	0	0	0	472	145	0	617
Civilians Available to Move		0	0	0	31	10	0	41
Civilians Moving		0	0	0	31	10	0	41
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	6	64	152	41	0	263
TOTAL CIVILIAN RIFS		0	3	38	91	24	0	156
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	472	145	0	617
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC LOUISVILLE, KY	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	24	105	366	375	0	870
Early Retirement*	10.00%	0	2	10	37	37	0	86
Regular Retirement*	5.00%	0	2	6	19	20	0	47
Civilian Turnover*	15.00%	0	4	16	54	57	0	131
Civs Not Moving (RIFs)*	6.00%	0	2	6	22	23	0	53
Civilians Moving (the remainder)		0	14	67	234	238	0	553
Civilian Positions Available		0	10	38	132	137	0	317
CIVILIAN POSITIONS ELIMINATED		0	46	66	125	200	0	437
Early Retirement	10.00%	0	5	7	13	20	0	45
Regular Retirement	5.00%	0	2	3	6	10	0	21
Civilian Turnover	15.00%	0	7	10	19	30	0	66
Civs Not Moving (RIFs)*	6.00%	0	3	4	8	12	0	27
Priority Placement#	60.00%	0	28	40	75	120	0	263
Civilians Available to Move		0	1	2	4	8	0	15
Civilians Moving		0	1	2	4	8	0	15
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	7	17	50	57	0	131
TOTAL CIVILIAN RIFS		0	5	10	30	35	0	80
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	28	40	75	120	0	263
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC CRANE, IN	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		1	70	540	712	347	0	1670
Civilians Moving		1	45	348	490	239	0	1123
New Civilians Hired		0	25	192	222	108	0	547
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	25	192	222	108	0	547

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC AD PAX RIVER, MD	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	70	75	0	0	145
Civilians Moving		0	0	44	47	0	0	91
New Civilians Hired		0	0	26	28	0	0	54
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	26	28	0	0	54

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC WPN CHINA LAKE, CA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	100	182	0	0	282
Civilians Moving		0	0	64	117	0	0	181
New Civilians Hired		0	0	36	65	0	0	101
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	36	65	0	0	101

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSY NORFOLK, VA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	11	34	74	111	0	230
Civilians Moving		0	6	22	48	70	0	146
New Civilians Hired		0	5	12	26	41	0	84
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	5	12	26	41	0	84

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

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Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NTC GREAT LAKES, IL	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	5	0	5
Civilians Moving		0	0	0	0	3	0	3
New Civilians Hired		0	0	0	0	2	0	2
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	2	0	2

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: WATERVLIET ARMY ARS., NY	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	15	0	0	15
Civilians Moving		0	0	0	9	0	0	9
New Civilians Hired		0	0	0	6	0	0	6
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	6	0	0	6

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC PORT HUENEME, CA	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	35	72	0	107
Civilians Moving		0	0	0	22	46	0	68
New Civilians Hired		0	0	0	13	26	0	39
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	13	26	0	39

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	4,705	8,679	13,656	11,562	0	0	38,602
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	0	171	1,024	2,581	1,258	0	5,034
Civ Retire	0	64	399	994	482	0	1,939
CIV MOVING							
Per Diem	2	131	1,370	2,223	1,071	0	4,798
POV Miles	0	1	37	73	30	0	142
Home Purch	11	544	5,233	8,014	3,790	0	17,593
HHG	6	326	3,142	4,873	2,361	0	10,709
Misc	1	36	334	513	250	0	1,135
House Hunt	1	82	923	1,536	725	0	3,268
PPS	0	403	576	7,891	3,830	0	12,701
RITA	4	222	2,212	3,460	1,643	0	7,542
FREIGHT							
Packing	0	13	119	187	94	0	413
Freight	0	1,506	1,952	2,820	1,114	0	7,393
Vehicles	0	0	0	12	4	0	16
Driving	0	0	0	1	0	0	1
Unemployment	0	25	150	379	185	0	739
OTHER							
Program Plan	5,762	4,321	3,241	2,431	1,823	0	17,578
Shutdown	0	138	584	1,518	1,130	0	3,371
New Hire	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	15	1	0	16
POV Miles	0	0	0	7	0	0	7
HHG	0	0	10	67	54	0	130
Misc	0	0	2	13	13	0	29
OTHER							
Elim PCS	0	0	0	0	45	0	45
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	100	0	0	0	0	0	100
Info Manage	0	0	0	0	0	0	0
1-Time Other	1,451	4,924	26,800	13,484	4	0	46,663
TOTAL ONE-TIME	12,045	21,588	61,766	64,655	19,911	0	179,966

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	-0	-0	92	117	117	117	443	117
BOS	2	187	2,263	5,364	6,670	6,670	21,157	6,670
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	14	89	160	160	424	160
OTHER								
Mission	0	0	44	125	144	144	457	144
Misc Recur	0	0	0	98	98	98	294	98
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	2	187	2,413	5,794	7,189	7,189	22,774	7,189
TOTAL COST	12,047	21,775	64,180	70,449	27,101	7,189	202,741	7,189

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	11,180	0	0	3,520	0	14,700
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	3	17	17	0	37
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	11,180	3	17	3,537	0	14,737

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	75	403	1,353	2,743	3,487	8,061	3,487
BOS	0	80	458	7,565	16,872	23,316	48,292	23,316
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	1,258	4,321	14,603	35,168	47,256	102,606	47,256
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	384	768	1,152	768
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	20	122	154	154	449	154
OTHER								
Procurement	205	400	0	0	0	0	605	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	13	13	13
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	205	1,813	5,202	23,643	55,321	74,994	161,178	74,994
TOTAL SAVINGS	205	12,993	5,205	23,660	58,858	74,994	175,915	74,994

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	4,705	-2,501	13,656	11,562	-3,520	0	23,902
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	235	1,422	3,575	1,741	0	6,973
Civ Moving	26	3,266	15,900	31,604	14,914	0	65,711
Other	5,762	4,485	3,975	4,328	3,138	0	21,689
MIL PERSONNEL							
Mil Moving	0	0	9	84	97	0	191
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	100	0	0	0	0	0	100
Info Manage	0	0	0	0	0	0	0
1-Time Other	1,451	4,924	26,800	13,484	4	0	46,663
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	12,045	10,408	61,764	64,638	16,374	0	165,229

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	-0	-75	-311	-1,236	-2,626	-3,370	-7,619	-3,370
BOS	2	106	1,805	-2,200	-10,202	-16,646	-27,136	-16,646
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-1,258	-4,321	-14,603	-35,168	-47,256	-102,606	-47,256
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	-384	-768	-1,152	-768
House Allow	0	0	-6	-32	7	7	-25	7
OTHER								
Procurement	-205	-400	0	0	0	0	-605	0
Mission	0	0	44	125	144	144	457	144
Misc Recur	0	0	0	98	98	85	281	85
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-203	-1,626	-2,789	-17,849	-48,131	-67,804	-138,404	-67,804
TOTAL NET COST	11,842	8,782	58,974	46,788	-31,757	-67,804	26,825	-67,804

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC AD INDIANAPOLIS, IN

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	64	810	1,941	512	0	3,327
Civ Retire	0	29	315	748	202	0	1,295
CIV MOVING							
Per Diem	2	89	1,181	1,529	283	0	3,085
POV Miles	0	0	34	54	2	0	91
Home Purch	11	389	4,519	5,526	1,214	0	11,659
HHG	6	229	2,695	3,309	712	0	6,951
Misc	1	25	286	346	78	0	737
House Hunt	1	54	801	1,069	172	0	2,098
PPS	0	0	0	6,797	2,102	0	8,899
RITA	4	156	1,910	2,387	490	0	4,947
FREIGHT							
Packing	0	9	102	128	30	0	269
Freight	0	0	364	510	0	0	875
Vehicles	0	0	0	12	0	0	12
Driving	0	0	0	1	0	0	1
Unemployment	0	9	119	285	75	0	488
OTHER							
Program Plan	3,755	2,816	2,112	1,584	1,188	0	11,456
Shutdown	0	28	311	744	203	0	1,286
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	15	1	0	16
POV Miles	0	0	0	7	0	0	7
HHG	0	0	4	67	28	0	99
Misc	0	0	1	13	7	0	21
OTHER							
Elim PCS	0	0	0	0	27	0	27
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	4	0	4
TOTAL ONE-TIME	3,782	3,900	15,564	27,073	7,333	0	57,652

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC AD INDIANAPOLIS, IN

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	44	125	144	144	457	144
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	44	125	144	144	457	144
TOTAL COSTS	3,782	3,900	15,608	27,198	7,477	144	58,109	144

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	11,180	0	0	3,520	0	14,700
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	1	17	9	0	27
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	11,180	1	17	3,529	0	14,727

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	8	103	405	696	769	1,981	769
BOS	0	4	229	6,915	14,912	19,291	41,351	19,291
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	5,059	16,736	23,354	45,150	23,354
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	230	461	691	461
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	9	111	115	115	350	115
OTHER								
Procurement	205	400	0	0	0	0	605	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	13	13	13
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	205	412	341	12,490	32,690	44,003	90,141	44,003
TOTAL SAVINGS	205	11,592	342	12,507	36,219	44,003	104,868	44,003

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC AD INDIANAPOLIS, IN

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	-11,180	0	0	-3,520	0	-14,700
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	93	1,126	2,689	714	0	4,622
Civ Moving	26	953	11,892	21,669	5,085	0	39,625
Other	3,755	2,853	2,542	2,613	1,466	0	13,230
MIL PERSONNEL							
Mil Moving	0	0	4	84	55	0	143
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	4	0	4
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	3,782	-7,280	15,564	27,056	3,804	0	42,925

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	-0	-8	-103	-405	-696	-769	-1,981	-769
BOS	0	-4	-229	-6,915	-14,912	-19,291	-41,351	-19,291
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	-5,059	-16,736	-23,354	-45,150	-23,354
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	-230	-461	-691	-461
House Allow	0	0	-9	-111	-115	-115	-350	-115
OTHER								
Procurement	-205	-400	0	0	0	0	-605	0
Mission	0	0	44	125	144	144	457	144
Misc Recur	0	0	0	0	0	-13	-13	-13
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	205	388	-297	-12,365	-32,546	-43,859	-88,474	-43,859
TOTAL NET COST	3,577	-7,692	15,266	14,691	-28,742	-43,859	-46,759	-43,859

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC LOUISVILLE, KY

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	107	213	640	746	0	1,706
Civ Retire	0	34	84	246	280	0	645
CIV MOVING							
Per Diem	0	42	190	694	788	0	1,713
POV Miles	0	1	3	18	28	0	51
Home Purch	0	155	714	2,488	2,577	0	5,934
HHG	0	97	447	1,564	1,649	0	3,757
Misc	0	10	48	166	172	0	397
House Hunt	0	28	123	467	553	0	1,170
PPS	0	403	576	1,094	1,728	0	3,801
RITA	0	66	302	1,073	1,153	0	2,594
FREIGHT							
Packing	0	4	18	59	63	0	144
Freight	0	1,506	1,588	2,310	1,114	0	6,518
Vehicles	0	0	0	0	4	0	4
Driving	0	0	0	0	0	0	0
Unemployment	0	16	31	94	110	0	250
OTHER							
Program Plan	2,007	1,505	1,129	847	635	0	6,123
Shutdown	0	110	273	774	927	0	2,085
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	6	0	25	0	31
Misc	0	0	1	0	6	0	8
OTHER							
Elim PCS	0	0	0	0	18	0	18
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	2,007	4,085	5,746	12,536	12,579	0	36,953

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Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC LOUISVILLE, KY

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL COSTS	2,007	4,085	5,746	12,536	12,579	0	36,953	0

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	2	0	8	0	10
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	2	0	8	0	10

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	67	300	948	2,046	2,718	6,080	2,718
BOS	0	76	229	650	1,961	4,025	6,942	4,025
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	1,258	4,321	9,544	18,432	23,901	57,456	23,901
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	153	307	461	307
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	11	11	39	39	99	39
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	1,401	4,861	11,153	22,631	30,990	71,037	30,990
TOTAL SAVINGS	0	1,401	4,863	11,153	22,639	30,990	71,047	30,990

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC LOUISVILLE, KY

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	141	297	886	1,027	0	2,351
Civ Moving	0	2,313	4,009	9,935	9,829	0	26,086
Other	2,007	1,631	1,433	1,715	1,672	0	8,458
MIL PERSONNEL							
Mil Moving	0	0	5	0	42	0	47
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	2,007	4,085	5,744	12,536	12,571	0	36,943

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	-67	-300	-948	-2,046	-2,718	-6,080	-2,718
BOS	0	-76	-229	-650	-1,961	-4,025	-6,942	-4,025
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-1,258	-4,321	-9,544	-18,432	-23,901	-57,456	-23,901
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	-153	-307	-461	-307
House Allow	0	0	-11	-11	-39	-39	-99	-39
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	-1,401	-4,861	-11,153	-22,631	-30,990	-71,037	-30,990
TOTAL NET COST	2,007	2,684	883	1,383	-10,060	-30,990	-34,094	-30,990

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC CRANE, IN

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	2,318	5,658	7,429	3,709	0	0	19,115
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	100	0	0	0	0	0	100
Info Manage	0	0	0	0	0	0	0
1-Time Other	1,451	4,424	1,800	29	0	0	7,704
TOTAL ONE-TIME	3,869	10,082	9,229	3,738	0	0	26,919

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC CRANE, IN

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	92	117	117	117	443	117
BOS	2	142	1,186	2,461	3,065	3,065	9,921	3,065
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	14	22	49	49	133	49
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	2	142	1,278	2,578	3,182	3,182	10,497	3,230
TOTAL COSTS	3,871	10,224	10,521	6,339	3,230	3,230	37,417	3,230

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC CRANE, IN

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	2,318	5,658	7,429	3,709	0	0	19,115
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	100	0	0	0	0	0	100
Info Manage	0	0	0	0	0	0	0
1-Time Other	1,451	4,424	1,800	29	0	0	7,704
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	3,869	10,082	9,229	3,738	0	0	26,919

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	92	117	117	117	443	117
BOS	2	142	1,186	2,461	3,065	3,065	9,921	3,065
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	14	22	49	49	133	49
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	2	142	1,292	2,600	3,230	3,230	10,497	3,230
TOTAL NET COST	3,871	10,224	10,521	6,339	3,230	3,230	37,417	3,230

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC AD PAX RIVER, MD

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	48	258	276	0	0	0	582
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	48	258	276	0	0	0	582

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC AD PAX RIVER, MD

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	406	838	838	838	2,920	838
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	406	838	838	838	2,920	838
TOTAL COSTS	48	258	682	838	838	838	3,502	838

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC AD PAX RIVER, MD

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	48	258	276	0	0	0	582
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	48	258	276	0	0	0	582

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	406	838	838	838	2,920	838
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	406	838	838	838	2,920	838
TOTAL NET COST	48	258	682	838	838	838	3,502	838

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC WPN CHINA LAKE, CA

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	97	358	715	0	0	0	1,170
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	97	358	715	0	0	0	1,170

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC WPN CHINA LAKE, CA

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	489	1,454	1,454	1,454	4,850	1,454
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	67	67	67	202	67
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	489	1,454	1,454	1,454	5,052	1,521
TOTAL COSTS	97	358	1,204	1,521	1,521	1,521	6,222	1,521

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NTC GREAT LAKES, IL

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	38	38	76	38
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	44	44	88	44
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	38	38	164	82
TOTAL COSTS	0	0	0	0	82	82	164	82

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NTC GREAT LAKES, IL

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	38	38	76	38
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	44	44	88	44
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	82	82	164	82
TOTAL NET COST	0	0	0	0	82	82	164	82

A 38.91

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: WATERVLIET ARMY ARS., NY

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	630	0	0	630
TOTAL ONE-TIME	0	0	0	630	0	0	630

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: WATERVLIET ARMY ARS., NY

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	23	23	23	68	23
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	23	23	23	68	23
TOTAL COSTS	0	0	0	653	23	23	698	23

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: WATERVLIET ARMY ARS., NY

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	630	0	0	630
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	630	0	0	630

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	23	23	23	68	23
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	23	23	23	68	23
TOTAL NET COST	0	0	0	653	23	23	698	23

A-38.94

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC PORT HUENEME, CA

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC PORT HUENEME, CA

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	106	323	323	753	323
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	106	323	323	753	323
TOTAL COSTS	0	0	0	106	323	323	753	323

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSWC PORT HUENEME, CA

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	106	323	323	753	323
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	106	323	323	753	323
TOTAL NET COST	0	0	0	106	323	323	753	323

INPUT DATA REPORT (COBRA v5.08)
Data As Of 13:02 02/21/1995, Report Created 13:14 02/21/1995

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: Yes

Base Name	Strategy:
NAWC AD INDIANAPOLIS, IN	Closes in FY 2000
NSWC LOUISVILLE, KY	Closes in FY 2000
NSWC CRANE, IN	Realignment
NAWC AD PAX RIVER, MD	Realignment
NAWC WPN CHINA LAKE, CA	Realignment
NSY NORFOLK, VA	Realignment
NTC GREAT LAKES, IL	Realignment
WATERVLIET ARMY ARS., NY	Realignment
NSWC PORT HUENEME, CA	Realignment

Summary:

SCENARIO 028Z

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
NAWC AD INDIANAPOLIS, IN	NSWC CRANE, IN	90 mi
NAWC AD INDIANAPOLIS, IN	NAWC AD PAX RIVER, MD	657 mi
NAWC AD INDIANAPOLIS, IN	NAWC WPN CHINA LAKE, CA	2,064 mi
NAWC AD INDIANAPOLIS, IN	NTC GREAT LAKES, IL	214 mi
NSWC LOUISVILLE, KY	NSWC CRANE, IN	106 mi
NSWC LOUISVILLE, KY	NSY NORFOLK, VA	642 mi
NSWC LOUISVILLE, KY	WATERVLIET ARMY ARS., NY	813 mi
NSWC LOUISVILLE, KY	NSWC PORT HUENEME, CA	2,158 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NAWC AD INDIANAPOLIS, IN to NSWC CRANE, IN

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	1	1	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	1	57	469	470	155	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	1,237	1,434	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	1	0	0	26	0	0
Heavy/Special Vehicles:	0	0	0	41	0	0

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NAWC AD INDIANAPOLIS, IN to NAWC AD PAX RIVER, MD

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	70	75	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	20	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NAWC AD INDIANAPOLIS, IN to NAWC WPN CHINA LAKE, CA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	1	0	0
Enlisted Positions:	0	0	0	17	0	0
Civilian Positions:	0	0	100	182	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	185	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NAWC AD INDIANAPOLIS, IN to NTC GREAT LAKES, IL

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	10	0
Civilian Positions:	0	0	0	0	5	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSWC LOUISVILLE, KY to NSWC CRANE, IN

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	2	0	9	0
Civilian Positions:	0	13	71	242	192	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	163	949	1,622	0
Suppt Eqpt (tons):	0	1,702	1,702	1,703	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	11	0

A-25-99

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NSWC LOUISVILLE, KY to NSY NORFOLK, VA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	11	34	74	111	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	59	80	1,486	1,679	0
Suppt Eqpt (tons):	0	3,012	3,012	3,011	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSWC LOUISVILLE, KY to WATERVLIET ARMY ARS., NY

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	0	15	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSWC LOUISVILLE, KY to NSWC PORT HUENEME, CA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	0	35	72	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	63	127	195	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NAWC AD INDIANAPOLIS, IN

Total Officer Employees:	9	RPMA Non-Payroll ($K/Year):	769
Total Enlisted Employees:	25	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	21,025
Total Civilian Employees:	2,852	BOS Payroll ($K/Year):	19,900
Mil Families Living On Base:	0.0%	Family Housing ($K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.97
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	1,029	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	113	Activity Code:	00163
Enlisted VHA ($/Month):	24		
Per Diem Rate ($/Day):	105	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

A-38 (cont.)

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NSWC LOUISVILLE, KY

Total Officer Employees:	5	RPMA Non-Payroll ($K/Year):	2,718
Total Enlisted Employees:	11	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	4,942
Total Civilian Employees:	1,607	BOS Payroll ($K/Year):	19,697
Mil Families Living On Base:	0.0%	Family Housing ($K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	1,668	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	29	Activity Code:	00197
Enlisted VHA ($/Month):	10		
Per Diem Rate ($/Day):	94	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NSWC CRANE, IN

Total Officer Employees:	14	RPMA Non-Payroll ($K/Year):	6,162
Total Enlisted Employees:	83	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	12,477
Total Civilian Employees:	3,256	BOS Payroll ($K/Year):	38,752
Mil Families Living On Base:	34.0%	Family Housing ($K/Year):	83
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.01
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	5,390	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	28	Activity Code:	00164
Enlisted VHA ($/Month):	12		
Per Diem Rate ($/Day):	82	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAWC AD PAX RIVER, MD

Total Officer Employees:	463	RPMA Non-Payroll ($K/Year):	22,778
Total Enlisted Employees:	2,361	Communications ($K/Year):	0
Total Student Employees:	23	BOS Non-Payroll ($K/Year):	64,222
Total Civilian Employees:	3,119	BOS Payroll ($K/Year):	46,573
Mil Families Living On Base:	44.0%	Family Housing ($K/Year):	2,111
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.03
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	3,985	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	281	Activity Code:	00421
Enlisted VHA ($/Month):	217		
Per Diem Rate ($/Day):	80	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAWC WPN CHINA LAKE, CA

Total Officer Employees:	143	RPMA Non-Payroll ($K/Year):	9,448
Total Enlisted Employees:	868	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	47,603
Total Civilian Employees:	4,226	BOS Payroll ($K/Year):	39,527
Mil Families Living On Base:	95.0%	Family Housing ($K/Year):	2,251
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.40
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	4,002	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	91	Activity Code:	60530
Enlisted VHA ($/Month):	49		
Per Diem Rate ($/Day):	140	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NSY NORFOLK, VA

Total Officer Employees:	75	RPMA Non-Payroll ($K/Year):	24,057
Total Enlisted Employees:	106	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	68,753
Total Civilian Employees:	8,952	BOS Payroll ($K/Year):	62,001
Mil Families Living On Base:	10.0%	Family Housing ($K/Year):	71
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	7,761	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	222	Activity Code:	00181
Enlisted VHA ($/Month):	138		
Per Diem Rate ($/Day):	104	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NTC GREAT LAKES, IL

Total Officer Employees:	193	RPMA Non-Payroll ($K/Year):	12,590
Total Enlisted Employees:	2,372	Communications ($K/Year):	0
Total Student Employees:	4,711	BOS Non-Payroll ($K/Year):	38,153
Total Civilian Employees:	893	BOS Payroll ($K/Year):	34,092
Mil Families Living On Base:	69.0%	Family Housing ($K/Year):	1,401
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.19
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	7,435	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	360	Activity Code:	00210
Enlisted VHA ($/Month):	176		
Per Diem Rate ($/Day):	142	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: WATERVLIET ARMY ARS., NY

Total Officer Employees:	4	RPMA Non-Payroll ($K/Year):	2,305
Total Enlisted Employees:	0	Communications ($K/Year):	1,306
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	3,054
Total Civilian Employees:	1,553	BOS Payroll ($K/Year):	8,164
Mil Families Living On Base:	100.0%	Family Housing ($K/Year):	472
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.10
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	2,038	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	214	Activity Code:	36990
Enlisted VHA ($/Month):	171		
Per Diem Rate ($/Day):	98	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NSWC PORT HUENEME, CA

Total Officer Employees:	257	RPMA Non-Payroll ($K/Year):	8,357
Total Enlisted Employees:	3,452	Communications ($K/Year):	0
Total Student Employees:	35	BOS Non-Payroll ($K/Year):	40,754
Total Civilian Employees:	3,512	BOS Payroll ($K/Year):	44,854
Mil Families Living On Base:	38.0%	Family Housing ($K/Year):	440
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.18
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	4,160	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	404	Activity Code:	62583
Enlisted VHA ($/Month):	317		
Per Diem Rate ($/Day):	140	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NAWC AD INDIANAPOLIS, IN

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	4	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	44	125	144	144
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	13
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	11,180	0	0	3,520	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	205	400	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 1,029 Perc Family Housing ShutDown: 100.0%

Name: NSWC LOUISVILLE, KY

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 1,668 Perc Family Housing ShutDown: 100.0%

Name: NSWC CRANE, IN

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	1,451	4,424	1,800	29	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	100	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

(See final page for Explanatory Notes)

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NAWC AD PAX RIVER, MD

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: NAWC WPN CHINA LAKE, CA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: NSY NORFOLK, VA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	500	25,000	12,825	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	98	98	98
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

(See final page for Explanatory Notes)

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NTC GREAT LAKES, IL

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: WATERVLIET ARMY ARS., NY

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	630	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: NSWC PORT HUENEME, CA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

(See final page for Explanatory Notes)

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: NAWC AD INDIANAPOLIS, IN

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	0	0	0	0	0
Enl Force Struc Change:	2	0	0	0	0	0
Civ Force Struc Change:	-240	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	0	0	0	-6	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	-185	-242	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	-601	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: NSWC LOUISVILLE, KY

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	-1	0	0	0	0	0
Enl Force Struc Change:	0	0	0	0	0	0
Civ Force Struc Change:	-300	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	0	0	0	-4	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	-46	-66	-125	-200	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: NSWC CRANE, IN

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
ADMIN FM INDY	ADMIN	110,000	0	8,800
MAINTENANCE FM INDY	MAINT	0	54,600	0
SCIF FM INDY	RDT&E	0	0	768
SHIP MAINTENANCE FM LOUISVILLE	SHPYD	0	3,500	650
MAINTENANCE FM LOUISVILLE	MAINT	0	100,000	2,000

Name: NAWC AD PAX RIVER, MD

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
ADMIN	ADMIN	0	21,750	185
RDT&E	RDT&E	0	2,560	22
NETWORK	RDT&E	0	0	375

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	$/UM	Category	UM	$/UM
Horizontal	(SY)	61	Optional Category A	( )	0
Waterfront	(LF)	10,350	Optional Category B	( )	0
Air Operations	(SF)	122	Optional Category C	( )	0
Operational	(SF)	111	Optional Category D	( )	0
Administrative	(SF)	123	Optional Category E	( )	0
School Buildings	(SF)	108	Optional Category F	( )	0
Maintenance Shops	(SF)	102	Optional Category G	( )	0
Bachelor Quarters	(SF)	96	Optional Category H	( )	0
Family Quarters	(EA)	78,750	Optional Category I	( )	0
Covered Storage	(SF)	94	Optional Category J	( )	0
Dining Facilities	(SF)	165	Optional Category K	( )	0
Recreation Facilities	(SF)	120	Optional Category L	( )	0
Communications Facil	(SF)	165	Optional Category M	( )	0
Shipyard Maintenance	(SF)	129	Optional Category N	( )	0
RDT & E Facilities	(SF)	160	Optional Category O	( )	0
POL Storage	(BL)	12	Optional Category P	( )	0
Ammunition Storage	(SF)	160	Optional Category Q	( )	0
Medical Facilities	(SF)	168	Optional Category R	( )	0
Environmental	( )	0			

EXPLANATORY NOTES (INPUT SCREEN NINE)

5 - SCREEN REPRESENTS COMBINATION OF COSTS REPORTED BY INDY AND LVILLE.

COST OF BASE REALIGNMENT ACTIONS

(COBRA) MODEL OVERVIEW

A-38-109

BSAT

COBRA - 93

Recurring Costs/Savings

- Base Overhead (non-payroll)
  - •• Savings at Losing Base(s)
  - •• Costs at Gaining Base(s)
  - •• Maintenance of Real Property (MRP) (F4)
    - Tied to Total Facility Square Feet (SF)
    - Losing Base - based on amount shutdown
    - Gaining Base - based on amount of new construction
  - •• Other Base Operating Support (OBOS) (F3)
    - Tied to personnel migrations
    - Losing Base - number leaving base (including eliminations)
    - Gaining Base - number relocating

A-38.110

NAVY BSAT

DP-473-F10
BSAT
14 Jan 93

DECISION PAPER NUMBER 6

Subj: USE OF BASE OPERATING SUPPORT COSTS IN COBRA AND CONFIGURATION ANALYSES

1. Issue. The BSEC must approve methodology for aggregation of Base Operating Support (BOS) Costs for use in BRAC-93 Cost of Base Realignment Actions (COBRA) and Configuration Analyses.

2. Background. Among other things, COBRA estimates non-labor BOS savings at activities being closed or realigned and non-labor BOS cost increases at activities receiving transferred functions/personnel. In COBRA, non-labor BOS costs are divided into two categories: 1) facility-related overhead (MRP), which is adjusted based on the number of existing buildings which are shut down or the number of new building constructed, and, 2) personnel-related overhead (OBOS), which is adjusted based on the number of military billets and civilian positions which are either eliminated or added to an installation. The Configuration Analysis also incorporates BOS cost data.

3. Decisions.

a. Identification of Facility-Related vs. Personnel-Related BOS Costs in COBRA

(1) Discussion. To gather BOS non-labor costs for BRAC-93 COBRA calculations, we issued Data Call 37, which included the following:

BRAC-1 Exhibit: Used to identify FY 1994 O&M, RDT&E, MPN and Major Repair/Minor Construction Costs.

BRAC-1A: Used to identify, for current DBOF (NIF) activities, G&A overhead costs - which roughly parallel the O&M BOS AG/SAGs.

Activities were instructed to identify all BOS costs, regardless of Budget Activity Group/Sub-Activity Group. Therefore, in addition to reporting Maintenance of Real Property (MRP) and Other Base Operations Support (OBOS) AG/SAGs, other funding used for BOS were reported.

(2) Decision/Justification. Since activities have certified that all cost data reported is in support of BOS, all O&M, R&D and Major Repair/Minor Construction non-labor costs reported on BRAC-1 and BRAC-1A exhibits, with the exception of depreciation, will be included in COBRA. For the purposes of distinguishing between facility-related costs and personnel-related costs, the following breakout will be used:

A-35.111

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: NAWC WPN CHINA LAKE, CA

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
ADMIN	ADMIN	0	45,000	605
MAINTENANCE	MAINT	0	14,166	142
RDT&E	RDT&E	0	5,389	135
scif	RDT&E	0	0	288

Name: NSY NORFOLK, VA

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
STORAGE	STORA	0	30,000	0
SHOP SPACE	SHPYD	0	100,000	0

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	71.70%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	60.10%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	98.00%	PPS Actions Involving PCS:	50.00%
Officer Salary($/Year):	76,781.00	Civilian PCS Costs ($):	28,800.00
Off BAQ with Dependents($):	7,925.00	Civilian New Hire Cost($):	0.00
Enlisted Salary($/Year):	33,178.00	Nat Median Home Price($):	114,600.00
Enl BAQ with Dependents($):	5,251.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost($/Week):	174.00	Max Home Sale Reimburs($):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary($/Year):	54,694.00	Max Home Purch Reimburs($):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	NAVY DBOF BRAC95	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	75.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)		MilCon Design Rate:	9.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	6.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	5.00%
Mothball Cost ($/SF):	1.25	MilCon Site Preparation Rate:	39.00%
Avg Bachelor Quarters(SF):	294.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1.00	Inflation Rate for NPV.RPT/ROI:	0.00%

APPDET.RPT Inflation Rates:
1996: 0.00% 1997: 2.90% 1998: 3.00% 1999: 3.00% 2000: 3.00% 2001: 3.00%

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate($/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle($/Mile):	0.31
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle($/Mile):	3.38
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement($/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.17
Total HHG Cost ($/100Lb):	35.00	Routine PCS($/Pers/Tour):	3,763.00
Air Transport ($/Pass Mile):	0.20	One-Time Off PCS Cost($):	4,527.00
Misc Exp ($/Direct Employ):	700.00	One-Time Enl PCS Cost($):	1,403.00

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NAWC WPN CHINA LAKE, CA

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	97	358	715	0	0	0	1,170
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	97	358	715	0	0	0	1,170

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	489	1,454	1,454	1,454	4,850	1,454
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	67	67	67	202	67
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	489	1,521	1,521	1,521	5,052	1,521
TOTAL NET COST	97	358	1,204	1,521	1,521	1,521	6,222	1,521

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSY NORFOLK, VA

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	2,242	2,405	5,235	7,852	0	0	17,734
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	500	25,000	12,825	0	0	38,325
TOTAL ONE-TIME	2,242	2,905	30,235	20,677	0	0	56,059

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSY NORFOLK, VA

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	-0	-0	-0	-0	-0	-0	-0	-0
BOS	0	45	183	482	930	930	2,569	930
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	98	98	98	294	98
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-0	45	183	580	1,028	1,028	2,863	1,028
TOTAL COSTS	2,242	2,950	30,417	21,257	1,028	1,028	58,922	1,028

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NSY NORFOLK, VA

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	2,242	2,405	5,235	7,852	0	0	17,734
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	500	25,000	12,825	0	0	38,325
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	2,242	2,905	30,235	20,677	0	0	56,059

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	-0	-0	-0	-0	-0	-0	-0	-0
BOS	0	45	183	482	930	930	2,569	930
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	98	98	98	294	98
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-0	45	183	580	1,028	1,028	2,863	1,028
TOTAL NET COST	2,242	2,950	30,417	21,257	1,028	1,028	58,922	1,028

Department : NAVY
Option Package : Indy/Louisville
Scenario File : P:\COBRA\DONE\INDYLOUI.CBR
Std Fctrs File : P:\COBRA\N95DBOF.SFF

Base: NTC GREAT LAKES, IL

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

95-0044
ASSIST TO NAVSEA IG
D. CEJKA
22 FEB 95

Purpose: Document pre-report brief to NAVSEA IG
Source: Mtg D. Cejka/G. Colaneri of NAVAUD and Capt Albrecht/J. Cherry of NAVSEA IG held at NAVSEA IG Crystal Plaza 5 room 768 13:00 this date
Scope: Conclusions based on review of hotline allegations
Criteria: Exit conference IAW NAH
Discussion: I presented the IG and Mr. Cherry a copy of the attached briefing package and went over the BRAC process, the objectives, the methodolgy, the findings, and the conclusions. I then proceeded to give examples of findings such as changes to Industrial process documentation; square footage requirements; equipment requirements; and stabilized wage rates.\

I informed the IG that while the allegations have been substantiated, the materiality of the problems was negligable. I stated that the only potential material effect could be the TRS/IPD costs, but whether those costs affected the BRAC 95 process, or decision to close Louisville could not be determined unless a new COBRA MODEL was run that included those costs.

I stated that I fully expected that once the decisions on BRAC were made 1 March 1995, that this NAVSEA IG hotline would turn into a Congressional, for which the IG and Mr. Cherry agreed. I recommended that NAVSEA may want to form a team of an industrial engineer, a facility engineer and one auditor to perform an indepth look at the true costs of closing Louisville. The IG agreed but recommnended that this recommendation be made in the brief to SECNAV scheduled for 24 FEB 95.

The IG stated that he was impressed with the professional quality of the briefing package, and had been informed by the Louisville/Crane personnel that they felt Gerry and myself conducted ourselves in a very professional, objective manner during our visit(s) to those activities.

Conclusion: NAVSEA IG was content with the presentation and agreed to the final report date issuance of 2 March 1995. This was agreed to so that no information contained would be presented prior to BRAC announcement of 1 March 1995. Also it was agreed that NAVAUDSVC would retain possession of all working papers subject to review by Mr. Cherry at a later date.

WORK PAPER REF: A-39

Naval Audit Service

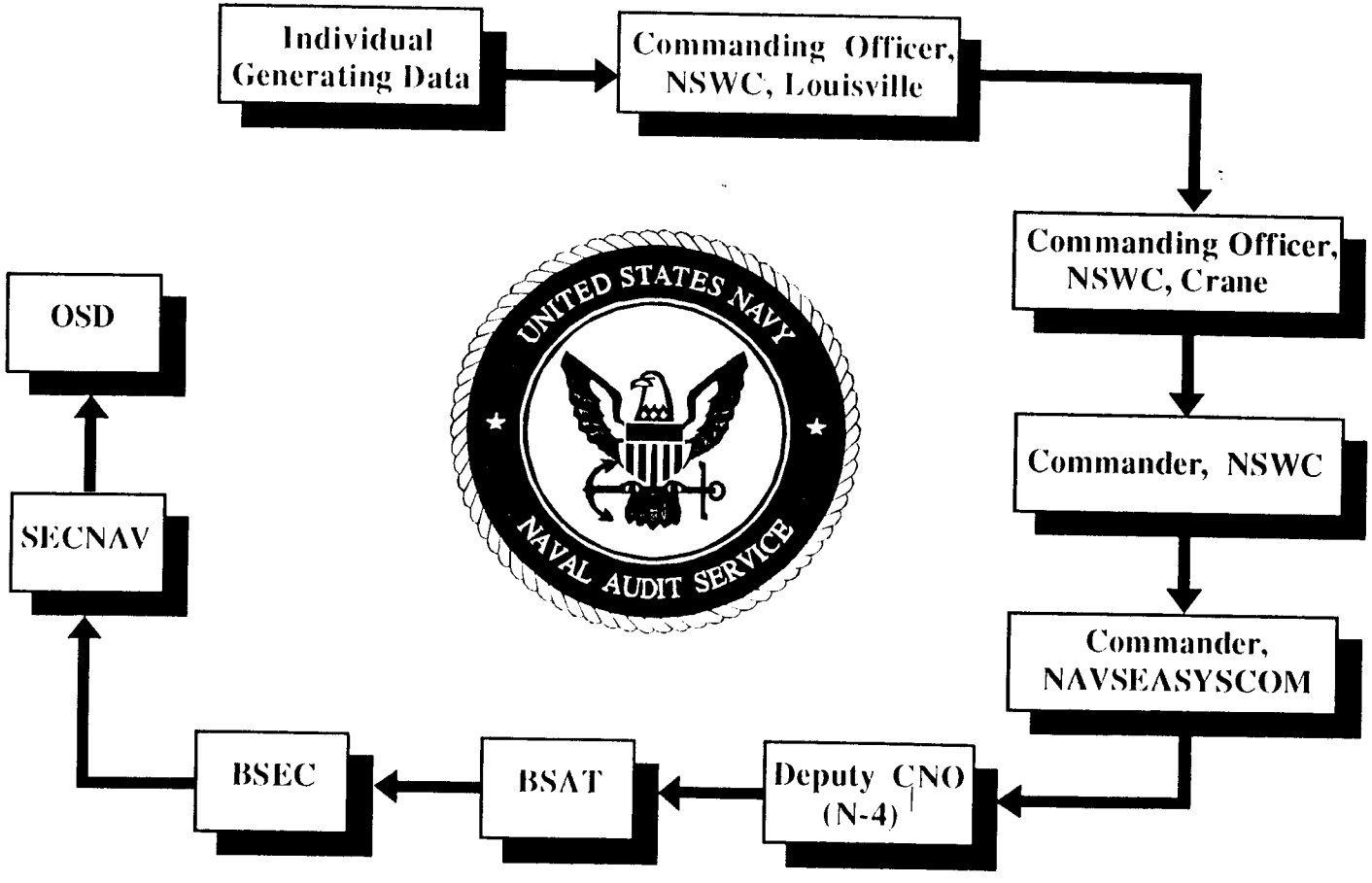
Presentation to

NAVAL SEA SYSTEMS COMMAND

INSPECTOR GENERAL

22 February 1995

BRAC 95 Certification Process for NSWC, Louisville



Objectives

NAVSEA IG Assist Objective

- To determine if allegations on NSWC, Louisville BRAC 95 data are valid, and

Additional Audit Objective

- If allegations are valid, determine impact on BRAC 95 process

Methodology

- Reviewed data flow through process
  - Responsible personnel
  - NSWC, Louisville submissions and documentation
  - Scenario calls (028, 092, 012/013, 012A/013A)
  - BSAT Questions and responses
  - Higher echelon changes and documentation
- Evaluated rationale for changes
- Obtained additional documentation

Findings

- Higher command(s) directed data changes
- Changes not identified on data sheets
- Higher command changes not provided to NSWC, Louisville
- Appearances of conflict of interest at NSWC, Crane and NSWC Headquarters
- Site specific input eliminated (industrial process documentation)
- Low-ball estimates by competing interests
- Costs understated by gaining activities

Conclusions

- BRAC 95 process not followed in accordance with SECNAVNOTE 11000

- Rationale for cost reductions not fully supported
  - Industrial process documentation
  - Square footage requirements
  - Equipment requirements
  - Stabilized wage rates

Status

- Continue work with BSAT to assess relevance of findings to:
  - BRAC 95 process
  - Decision to close NSWC, Louisville

95-0044
ASSIST TO NAVSEA IG
D. CEJKA
28 FEB 95

Purpose: Document PHONCON with NSWC, Louisville BRAC Coordinator
Source: PHONCON D. Cejka/J. Bohn (DSN 989-5673) 10:30 this date.
Scope: Allegation concerning team member certifications not signed after directed changes by NSWC, Crane & verification of original/final NSWC, Louisville scenerio submissions,
Criteria: SECNAVNOTE 11000 and meeting with team members on 1 FEB95 (SEE W/P A-9.1 to A-9.2.

Discussion:

Team Certification Signatures.

I asked Joe to confirm why the original submissions contained certifications by individuals responsible for the data, and not any resubmissions after directed by higher commands. Joe statedthat the team "refused" to recertify those directed changes. I told Joe that SECNAVNOTE (encl (2) par. 3a. allows for the data originators to certify, and keep records to show source of the responses. I indicated that while NSWC, Crane (or higher) may have directed changes that NSWC, Louisville was to include in their submissions, I felt that their refusal to recertify violated the SECNAVNOTE but that directed changes from higher up the chain-of - command did not appear to be in violation. I reminded Joe that we asked this question of team members at a meeting 1 FEB 95 (W/P A-9.1 to A-9.3). Joe agreed that there was nothing in writing saying NSWC, Crane could not direct changes since they were the next in chain-of-command, but reiterated the team did not agree with those directed changes.

Original/Final NSWC, Louisville Submissions.

I asked Joe to confirm the initial Louisville submission dates, and the final submission dates (included directed changes but not higher echelon changes). The following is a confirmation of the dates and number of resubmissions.

SCENERIO 028

First submission:	20 November 1994
Final with directed changes:	29 November 1994
submissions before HEC's:	5

SCENERIO 092

First submission:	2 December 1994
Final with directed changes	22 December 1994
submissions before HEC's	8

WORK PAPER REF: A-40.1

SCENERIO 012/013

First submission:	18 November 1994
Final with directed changes:	26 November 1994
submissions before HEC's	3

SCENERIO 012A/013A

First submission:	16 December 1994
Final with directed changes	20 December 1994
submissions before HEC's	3

Mr. Bohn confirmed that those submissions shown as "final with directed changes" are the submissions that Capt Cummings signed off (including those directed changes) on 1/27/95 at NSWC Washington.

Conclusions:

The refusal of the individuals responsible for certifying the data appears to violate SECNAVNOTE 11000 Encl (2) par. 3d. There is no where in the NOTE that states that NSWC, Crane could not direct changes to the NSWC, Louisville submissions. Also, Mr. Bohn confirmed the discussions of refusal contained in W/P A-9.1 to A-9.3.

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COLANERI
28 FEBRUARY 1995

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EVALUATION OF ALLEGATIONS FOR
SCENARIO NO. 3-20-0202-028
NSWC, LOUISVILLE, KY

SOURCE: Auditor Analysis based on cross-referenced working papers.

PURPOSE: To document cross-referenced working papers of allegations related to NSWC Louisville Scenario 028 and determine if the allegation is substantiated.

CRITERIA: Naval Audit Service Handbook regarding cross referencing of documentary evidence to support conclusions.

SCOPE: Review of NSWC, Louisville BRAC-95 scenario submission 3-20-0202-028; to "Close NSWC, Louisville. Move necessary functions to NSWC, Crane." This scenario is from 18 November 1994 through 08 February 1995.

CONCLUSION:
ALLEGATIONS:

1. Local team certification sheets not signed because data modified per direction of higher echelon command.

SUBSTANTIATED: See the Chronology of events on B-24.1 and the submission of "directed changes" to the scenario on B-6.1 through B-6.18. Also, the submission (4th) on B-7.1 through B-7.147 were directed changes. Thus the local team in Louisville would not certify the changed data.

2. Data Sheets changed by higher echelon without identifying them as higher echelon changes.

SUBSTANTIATED. - On 23 November 1994 Crane "directed" changes to Enclosure (2) narrative and Enclosure (3) to change from "replicate" to "move in 12 months" -- Per W/P B-6, this changed 2 pages in enclosure (1); 4 pages in enclosure (2); and 9 pages in Enclosure (3).

On 25 November 1994 the 4th submittal to the scenario was done with "directed changes" to all enclosures. -- Per W/P B-7, this changed 2 pages in enclosure (1); 7 pages in enclosure (2); and 8 pages in enclosure (3).

On 1 December 1994 Crane notified Louisville of Higher Echelon Changes for tables on 2-13 and 2-18 to remove comments at the bottom of the tables. Also, Crane Notified Louisville that a new enclosure (3) was submitted citing $18 million for TRS development.

EVALUATION OF ALLEGATIONS FOR SCENARIO NO. 3-20-0202-028 NSWC, LOUISVILLE, KY

We found that the following pages were revised on 29 November 1994 that were not noted as higher echelon changes: 1-2, 2-6, 2-10, 2-11, 2-12, 2-12a, 2-14, 2-20, 2-22, 2-22a, 2-22b, 2-22c, 2-26, 2-26a, and 2-31 (15 pages changed and Louisville's one time unique costs lowered by $44.2 million). The certification sheet did not specify what had changed -- 6 pages in enclosure (3) were revised and one time unique costs were reduced to $108 million. (TRS Costs from $62 million to $18 million).-- See W/P B-15.59 through B-15.75 and B-15.83 through B-15.98 have revisions that were not identified as Higher Echelon Command changes (see B-15.39 for HEC notification).

On 7 December 1994 the 7th submittal incorporating 4th and 5th BSAT questions was sent (W/P B-19). At that time Crane's one time unique costs increased back to $152 million. See W/P B-19 (TRS costs back to $62 million). These one time unique costs were later changed back to $108 million on 8 December 1994 - W/P B-21 (TRS reduced).

See last remark on chronology W/P B-24.3 and corresponding W/P B-21.1 through B-20.3. Per chronology W/P B-24.4 first comment **these Higher Echelon Changes were unknown**; the corresponding change is in W/P B-21.1 through B-21.9.

IN TOTAL 32 REVISIONS TO ENCLOSURE (1) AND (2) (LOUISVILLE'S) OCCURRED THAT WERE NOT NOTED AS HIGHER ECHELON CHANGES; BUT WERE "DIRECTED". 2 PAGES WERE REVISED BY HIGHER ECHELON COMMANDS THAT WERE NOTED. REVISIONS TO ENCLOSURE (3) (CRANE'S) OCCURRED ON 11/23, 11/29, 12/7, AND 12/8; HOWEVER, THESE WOULD NOT BE HIGHER ECHELON CHANGES.

3. NSWC, Crane submitted revised pages in response to BSAT questions without input from NSWC, Louisville.

UNSUBSTANTIATED.

4. Ability to provide independent site specific input eliminated by Chain-of-Command.

SUBSTANTIATED - This is supported by reductions in equipment installation costs and reduction in TRS costs estimates. See revisions to submission on W/P B-15.1 through B-15.110. ONE TIME UNIQUE COST ESTIMATES REDUCED WITHOUT LOUISVILLE INPUT.

**EVALUATION OF ALLEGATIONS FOR
SCENARIO NO. 3-20-0202-028
NSWC, LOUISVILLE, KY**

5. "Low-ball" estimates submitted by competing interests and higher echelons will not provide adequate BRAC-95 funding to accomplish relocation of NSWC, Louisville capability. Also, resultant reductions in scenario data call costs leave the transition programs with insufficient funds and resources to accomplish reestablishment of the programs at the gaining activities.

SUBSTANTIATED: SEE ALLEGATION 1 AND 4. THE SAME APPLIES. Also, the changes made on 11/27/94 and 11/29/94 regarding equipment installation and TRS costs reductions appear to be "in competition with 12/1/94 changes made by Norfolk on Scenario 012/013. See submissions on W/P B-13 and B-14. On B-24.11 the reduction timeframes for the gaining base costs (11/22 through 11/29 from $485 million to $253 million are just prior to Norfolk reductions during the same time period on 012/013).

6. One of the bidding activities was NSWC, Louisville's parent command, NSWC, Crane (conflict of interest).

SUBSTANTIATED - SEE HIGHER ECHELON CHANGES REFERENCED ABOVE AND CHANGES MADE WITHOUT LOUISVILLE'S KNOWLEDGE IN THIS SCENARIO. THIS APPEARS TO BE A CONFLICT OF INTEREST. NSWC, CRANE IS THE SOLE GAINING ACTIVITY IN THIS SCENARIO TO CLOSE LOUISVILLE. (SEE SCOPE).

NOTE: SEE CHRONOLOGIES AND REVISIONS (INCLUDING NOTES) ON W/P B-24.1 THROUGH B-24.20a FOR DETAILS OF CHANGES TO THIS SCENARIO. **NOTE: SQUARE FOOTAGE REQUIREMENTS QUESTIONED ON THE OTHER SCENARIOS WERE NEVER REVISED IN THIS SCENARIO - STILL 483,500 SQUARE FOOT OF MILCON.**

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COLANERI
27 FEBRUARY 1995

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EVALUATION OF ALLEGATIONS FOR
SCENARIO NO. 3-20-0195-092
NSWC, LOUISVILLE, KY

SOURCE: Auditor Analysis based on cross-referenced working papers.

PURPOSE: To document cross-referenced working papers of allegations related to NSWC Louisville Scenario 092 and determine if the allegation is substantiated.

CRITERIA: Naval Audit Service Handbook regarding cross referencing of documentary evidence to support conclusions.

SCOPE: Review of NSWC, Louisville BRAC-95 scenario submission 3-20-0195-092; to (1) remove 11b Sea Systems-Weapons work from NSWC, Louisville and realign this to "any open Navy/MC Depot activity". This scenario is from 1 December 1994 through 08 February 1995.

CONCLUSION:
ALLEGATIONS:

1. Local team certification sheets not signed because data modified per direction of higher echelon command.
SUBSTANTIATED: The original submission on W/P C-3.22 through C-3.24 has the one time unique costs submission from Norfolk Naval Shipyard. Although there is no documentation that local team certifications were not signed; the Louisville personnel did not agree with the "Establish Special Support Function Costs" of $50 million (per Louisville their estimate would be about $66 million - $79 million - $13 million(plating) see W/P A-54 pg 40 of 41). Also, as previously documented in Scenario 012/013 the "TRS cost" are unrealistic. -- **NOTE: LOSING BASE INITIAL SUBMISSION WAS ALREADY REDUCED IN SCENARIO 012/013 WHEN THIS SCENARIO STARTED; THEREFORE REFER TO SCENARIO 012/013 WHEN DETERMINING IF ALLEGATIONS ARE SUBSTANTIATED.**

2. Data Sheets changed by higher echelon without identifying them as higher echelon changes.
UNSUBSTANTIATED.

3. NSWC, Crane submitted revised pages in response to BSAT questions without input from NSWC, Louisville.
UNSUBSTANTIATED.

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**EVALUATION OF ALLEGATIONS FOR
SCENARIO NO. 3-20-0195-092
NSWC, LOUISVILLE, KY**

4. Ability to provide independent site specific input eliminated by Chain-of-Command.

UNSUBSTANTIATED - ALL SITE SPECIFIC INPUT WAS ELIMINATED IN SCENARIO 012/013; PRIOR TO THIS SCENARIO.

5. "Low-ball" estimates submitted by competing interests and higher echelons will not provide adequate BRAC-95 funding to accomplish relocation of NSWC, Louisville capability. Also, resultant reductions in scenario data call costs leave the transition programs with insufficient funds and resources to accomplish reestablishment of the programs at the gaining activities.

SUBSTANTIATED: SEE ALLEGATION 1. THE SAME APPLIES. ALSO, ON C-3.22 AND C-3.23 THE REVISED CIWS COSTS WERE AN INDICATION OF "LOW-BALLING" PER LOUISVILLE PERSONNEL; HOWEVER, NOT SPECIFIC DOCUMENTATION TO SUPPORT THIS ALLEGATION COULD BE OBTAINED.

6. One of the bidding activities was NSWC, Louisville's parent command, NSWC, Crane (conflict of interest).

UNSUBSTANTIATED IN THIS SCENARIO.

NOTE: SEE CHRONOLOGIES AND REVISIONS ON W/P C-14.1 THROUGH C-14.17 FOR DETAILS OF CHANGES TO THIS SCENARIO. **NOTE: SQUARE FOOTAGE REQUIREMENTS QUESTIONED ON THE OTHER SCENARIOS WERE NEVER REVISED IN THIS SCENARIO - STILL 400,000 SQUARE FOOT OF NEW CONSTRUCTION. THIS SCENARIO IS PROBABLY THE MOST REALISTIC AS FAR AS COST TO CLOSE LOUISVILLE AND MOVE THE WORK TO NORFOLK ($337 MILLION EXCLUDING COSTS OF PERSONNEL AND EQUIPMENT).**

ASSIST TO NAVSEASYSCOM IG (#95-0044)
GA COLANERI
2 MARCH 1995

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ANALYSIS IN SUPPORT OF NSWC, LOUISVILLE ALLEGATION "ABILITY TO PROVIDE INDEPENDENT SITE SPECIFIC INPUT ELIMINATED BY CHAIN-OF-COMMAND

SOURCE: Auditor analysis based on referenced working papers.

PURPOSE: To provide cross-referenced analysis to substantiate NSWC, Louisville allegations related to "Ability to provide independent site specific input eliminated by Chain-of-Command".

CRITERIA: Naval Audit Service Handbook requirement to provide documentary evidence in support of conclusions.

SCOPE: Analysis of NSWC, Louisville allegations based on discussions and documentary evidence gathered from 31 January 1995 through 10 February 1995.

CONCLUSIONS:

Based on the hot-line complaint received by the NAVSEA IG (W/P A-2.6 through A-2.17); one of the allegations in this complaint was that "Ability to provide independent site specific input eliminated by Chain-of-Command" - Several attempts to highlight "by direction" inputs were eliminated from the scenario response by the higher echelon command (W/P A-2.7).

During site reviews and discussions with responsible personnel at NSWC, Louisville (See W/P's A-5 through A-13); it appeared that this allegation was substantiated.

We then reviewed the documentary evidence provided by NSWC, Louisville:

W/P A-56 pages 22 through 31 is the strongest support in substantiating this allegation. - These documents were developed by NSWC, Louisville personnel as an attachment A to scenario 012A/013A. The contents of these documents were non-concurrences with NSWC, Crane's enclosure (3) as of 16 December 1994. Louisville personnel told us that they included these non-concurrences to provide "site specific input" related to costs estimates provided by the gaining activity. Louisville personnel felt that by this means they could certify their submission as long as personnel up the chain of command to the BSAT level were aware of their concerns with gaining activity costs estimates. Louisville was told by Crane to use this method "attachment A for Non-Concurrences". In a discussion with Capt. Carney, NSWC, Crane Commanding Officer; regarding why these non-concurrences were ultimately pulled out of the scenario submission; he said BSAT told

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ANALYSIS IN SUPPORT OF NSWC, LOUISVILLE ALLEGATION "ABILITY TO PROVIDE INDEPENDENT SITE SPECIFIC INPUT ELIMINATED BY CHAIN-OF-COMMAND

NAVSEA that since the gaining and losing activity are both yours; you work this out and there will be no certifications with exceptions (W/P A-24.4). Ultimately, this Attachment A was pulled from the Louisville submission without being recognized as a higher echelon change. -- This also happened in Scenario 012/013 in a higher echelon change on 11/28/94; Crane pulled out Louisville's non-concurrences with costs estimates in this scenario (See W/P A-55.2). **SEE W/P A-57 PAGE 7 FOR BSAT DIRECTION TO REMOVE ALL NONCONCURRENCE FROM NSWC, LOUISVILLE.**

This allegation is also substantiated by "directed changes" by higher echelon commands as referenced in the Chronologies for Scenario's 012A/013A (2 directed changes from 12/16/94 to 12/20/94 See W/P's D-13.21 through D-13.34) and 028 (3 directed changes 32 pages - See W/P A-41.1 & A-41.2).

BASED ON ALL OF THE ABOVE, THE ALLEGATION THAT "ABILITY TO PROVIDE INDEPENDENT SITE SPECIFIC INPUT ELIMINATED BY CHAIN-OF-COMMAND" IS SUBSTANTIATED.

Asst to NAVSEASYSCOM IG (#95-0044)
Colaneri
3 March 1995

PHONCON WITH MR. JEROME CHERRY, NAVSEASYSCOM IG REGARDING ALLEGATIONS

PURPOSE: To document phone conversation between Dan Cejka, NAVAUDSVC; and Mr. Jerome Cherry, NAVSEASYSCOM IG; regarding the specific allegations and reporting on the allegations.

CRITERIA: Naval Audit Service Handbook Section 506.3 regarding documentation of all meetings.

SCOPE: Review of allegations regarding NSWC, Louisville BRAC-95 Closure Scenarios and hot line complaint of 29 December 1995.

CONCLUSION/DISCUSSION:

Per the above referenced phone conversation; Mr. Cejka and Mr. Cherry agreed that many of the allegations found on W/P A-2.7 through A-2.9 were actually duplicates and involved the same specific issues. As a result, it was agreed that the allegations and ultimate NAVAUDSVC report would address 6 specific allegations. The agreed upon list of allegations are attached.

Allegations

ALLEGATIONS

#1 ▸ Local team certification sheets not signed because data modified per direction of higher echelon command.

#2 ▸ Data sheets changed by higher echelon without identifying them as higher echelon changes.

#3 ▸ NSWC, Crane submitted revised pages in response to BSAT questions without input from NSWC, Louisville

#4 ▸ Ability to provide independent site specific input eliminated by Chain-of-Command.

#5 ▸ "Low-ball" estimates submitted by competing interests and higher echelons will not provide adequate BRAC-95 funding to accomplish relocation of NSWC, Louisville capability. Also, resultant reductions in scenerio data call costs leave the transitioning programs with insufficient funds and resources to accomplish reestablishment of the programs a the gaining activities.

#6 ▸ One of the bidding activities was NSWC, Louisville's parent command, NSWC, Crane (conflict of interest)

ASSIST TO NAVSEASYSCOM IG (#95-0044)
COLANERI
3 MARCH 1995

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SUMMARY OF ASSISTANCE TO NAVSEASYSCOM IG REVIEWS, SCOPE, AND METHODOLOGY

SOURCE: Auditor Analysis and Cross referenced working papers.

PURPOSE: To summarize events associated with Assistance to Naval Sea Systems Command (NAVSEASYSCOM) Inspector General (IG) related to a 29 December 1994 hot line complaint for BRAC-95 Scenarios to Close NSWC, Louisville, KY.

CRITERIA: Naval Audit Service Handbook Section 507.2a - Working Paper Summaries.

SCOPE: Review of events and methodology used for Allegations related to BRAC-95 Data Call Scenario submissions from NSWC, Louisville, KY from 13 January 1995 through 3 March 1995.

CONCLUSION:

Per W/P A-2.5, on 13 January 1995, The Commander, Naval Sea Systems Command requested the Auditor General of the Navy for assistance related to "Alleged Inaccuracies in BRAC Statistics Pertaining to Naval Ordnance Station, Crane Division, Naval Surface Warfare Center, Louisville, Kentucky".

Per W/P A-1.2, on 13 January 1995, the Naval Audit Service Director, Plans and Policy Directorate requested the Director, Operational Support Audits Directorate to Assist the NAVSEASYSCOM IG; and that the staff be personnel that did not work on 1995 BRAC audit (94-0011).

Per W/P A-2.3 an official opening conference was conducted to initiate this assignment. Further, per W/P's A-2.6 through A-2.17, we were provided a copy of all complaints and information already gathered by the IG.

Per W/P A-3.1 through A-3.5, on 20 January 1995, we met with personnel from the Base Structure Analysis Team (BSAT) (Capt. Bob Moeller and Cdr. Dennis Biddick) to ensure we understood the BRAC-95 Process. We also, briefly discussed the allegations and the various scenarios related to NSWC, Louisville, KY.

Based on the above, we were now able to determine our Assist Objectives: The objective of the assist was to determine if allegations regarding NSWC, Louisville BRAC 95 data are valid. Further, we determined that if the allegations are found to be valid, we would have to determine the impact on the BRAC 95 process.

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3 MARCH 1995

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SUMMARY OF ASSISTANCE TO NAVSEASYSCOM IG REVIEWS, SCOPE, AND METHODOLOGY

To begin our review (Scope and Methodology), we had to review the data flow through the BRAC 95 process to determine whether the applicable criteria (SECNAVNOTE 11000 on W/P A-50) was adhered to. Per W/P's A-4 through A-30 (excluding W/P A-19, A-22 (Phoncon with BSAT) and A-26 (NAVAUDSVC statistician)); we met with personnel involved in the BRAC process from NSWC, Louisville, NSWC, Crane, and Norfolk Naval Shipyard. The time frames were: 31 January 1995 and 10 February 1995 we met with NSWC Louisville personnel; from 6 February through 9 February 1995 we met with NSWC, Crane personnel; and on 25 January and 13 February 1995 we met with Norfolk Naval Shipyard personnel. Based on all of the meetings with NSWC, Louisville personnel; we were able to determine that the allegations were centered mainly on the (1) Technical Repair Standards (TRS)/Industrial Process Documents (IPD) costs estimates by Crane and Norfolk; (2) Square Footage Capacity submissions by Crane and Norfolk; (3) Equipment Requirements submitted by Norfolk; and (4) stabilized wage rates and subsequent reduction to $0 difference between Louisville and Norfolk. Further, the Louisville personnel felt that the process was flawed in that NSWC, Crane was the next echelon in their Chain of Command (able to revise submission costs), yet they were also a gaining activity for NSWC, Louisville work.

Based on all of the information we obtained during the above site visits, we reviewed the following scenarios: (1) 028 - "Close NSWC, Louisville. Move necessary functions to NSWC, Crane." (SEE W/P Section B for all information and documentation gathered); (2) 092 - "Remove 11b Sea Systems-Weapons work from NSWC, Louisville and realign this to any open Navy/MC Depot activity" (per verbal guidance from BSAT and NAVSEA the open activity was Norfolk Naval Shipyard). (SEE W/P Section C for all information and documentation gathered); (3) 012/013 - "Remove Ship/Sea Systems work from NSWC, Louisville and realign this work to remaining Shipyards, and close NSWC, Louisville" (Again, the bulk of this work was directed at Norfolk Naval Shipyard). (SEE W/P Section E for all information and documentation gathered); and (4) 012A/013A - "Remove Ship/Sea Systems work from NSWC, Louisville and realign this work to remaining Shipyards and NSWC, Crane; and Close NSWC Louisville". This was later revised to "Realign Close-in Weapons System (CIWS) work of NSWC, Louisville to NSWC, Crane, realign other Ships/Sea Systems work at NSWC, Louisville to Norfolk". (SEE W/P Section D for all information and documentation gathered).

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SUMMARY OF ASSISTANCE TO NAVSEASYSCOM IG REVIEWS, SCOPE, AND METHODOLOGY

Once all Gaining and Losing Site reviews were completed (Louisville, Crane, and Norfolk); we then met with personnel at NSWC, NAVSEA, and BSAT. (See discussions on W/P's A-31 through A-35 and W/P A-38). Based on our discussion with BSAT on 22 February 1995 (W/P A-38) we concluded that the Scenario chosen by the BSAT was 012A/013A as it related to Louisville (actual number by the BSAT was 028Z). At this time we determined that our main focus and reporting would involve only Scenarios 012/013 (because this scenario had the most changes and was the initial scenario that was modified to develop scenario 012A/013A) and 012A/013A. Note: analysis was done on Scenario's 028 and 092 (See W/P's A-41 and A-42), but excluded from our final report.

Based on our analysis through 3 March 1995 we concluded in general that: Internal Control weaknesses in the procedures used in the BRAC 95 process as it relates to NSWC, Louisville were identified. (Specifics will be reported and cross referenced in our final report. Most Analysis was done on W/P's E-1.1, B-1C.1, and A-40 for scenario 012/013; W/P D-1.0, B-1A, and A-40 for scenario 012A/013A; W/P A-43 for allegations related to "Ability to provide independent site specific input was eliminated by Chain of Command"; W/P A-53 for allegations related to TRS/IPD Costs; and W/P A-54 for allegations related to Equipment. However, as previously noted; other working papers are referenced to fully support all conclusions drawn.

Further, Allegation 3. "NSWC, Crane submitted revised pages in response to BSAT questions without input from NSWC, Louisville" (W/P A-44.2); was found to be unsubstantiated. We concluded this because although Crane did answer questions pertaining to Louisville, they are in the Chain of Command. Further, the questions were directed by the BSAT to Crane and we could find no requirement that NSWC, Louisville was to have knowledge of, or input to these BSAT questions. NSWC, Crane is in the Chain of Command for NSWC, Louisville; and has overriding authority to change submissions or answer questions. No specific analysis was completed other than review of specific instances and determining whether they violated SECNAVNOTE 11000.

ASSIST TO NAVSEASYSCOM IG (#95-0044)
COLANERI
3 MARCH 1995

SUMMARY OF ASSISTANCE TO NAVSEASYSCOM IG REVIEWS, SCOPE, AND METHODOLOGY

Our meeting and review of information provided by the BSAT on 22 February 1995 (See W/P A-38); specifically the COBRA model of the recommended Scenario (W/P A-38.17 through A-38.108) indicated there was a savings associated with closing NSWC, Louisville. Although we were able to substantiate most allegations during this review; we found that the monetary savings associated with the allegations would be minimal in the entire scenario. They would not have affected the final outcome to Close Louisville. As a result, we concluded that, while some of the allegations were substantiated, there is no apparent impact on the overall BRAC 95 process. Further, the largest cost in question (TRS/IPD) were ultimately not used in the BSAT analysis (See W/P A-38.31).

For review and briefing purposes, I have attached a copy of the Chronology of Events developed by NSWC, Louisville to this working paper. They will also be found in their respective sections. The W/P numbers are: (1) for Scenario 028 - W/P B-24.1 through B-24.10; (2) for Scenario 092 - W/P C-14.4 through C-14.11; (3) for Scenario 012A/013A - W/P D-13.21 through D-13.34; and (4) for Scenario 012/013 - W/P E-45.1 through E-45.18. Again, these are only included in this section for ease of review and potential briefing of the report.

NSWC, LOUISVILLE
SCENARIO 3-20-0202-028 FOLDERS

DATE	TIME	FOLDER	DESCRIPTION
18 Nov	1447	1 B-2	Original Data Call Tasking and Base Loading Tables received from Crane.
		2 B-3	Working papers from 012/013 that were used to compile 1st scenario 028 response.
20 Nov	0100		VTC took place at which Crane would not agree to any of our costs (stalemate at this point (VTC terminated) 0330).
	0800	3 B-4	**1st submittal**. Scenario 3-20-0202-028. Two additional copies are also present. Revised data call #66 of 20 Nov 94 also included. Corrections to data call #66 were discovered during preparation of scenario 028.
22 Nov		4 B 5	**2nd submittal**. Revised scenario 028 Encl (3) received from Crane. Notes 1 thru 7 added to explain "Other Unique One-Time Costs".
23 Nov	1200		VTC with Crane (and Paul Smith, Tom Barker and Warren Dill at Crane). "Move" scenario for CIWS rather than a "replicate" scenario.
	Apprx 2300	5 B-6	**3rd submittal**. Revision to Encl (2), narrative, and Encl (3) to change from "replicate" to "move in 12 months" for CIWS work going to Crane, **as directed by Crane**. (Crane's Encl (3) Other Unique One-Time Costs were reduced to $152M).
25 Nov	2145	6 B-7	**4th submittal**. Revised scenario 028 Encl (1), (2) and (3) to incorporate Crane's **"directed changes"**.
27 Nov	1000		VTC between Louisville & Crane on CIWS & TRS costs for scenarios 012/013 & 028. Reece said that **TRS costs are defendable** ($81M, Norfolk; $62M, Crane). Discussed "moving" CIWS facility to Crane as opposed to "replicating" at Norfolk. (Initiated CIWS change for "move" vice "replicate" in 012/013 scenarios based on engineering functions also moving to Crane).
	1500		Capt. Carney to prepare a **Higher Echelon Command** Revision of TRS cost (from $62M to $18M) on Scenario 028. (Did not receive until 12/1/94).
	1508	7 B-8	Rationale for "moving" the CIWS Depot vs. "replication" of Depot, faxed to D. Reece and B. Matthews.
	1603	B-11 10	Received fax of **1st verbal BSAT questions** from Crane.
28 Nov	1145	10 B-11	Louisville's initial response to **1st verbal BSAT questions** (to D. Reece) of 11/27/94 at 1603.
	1215	8 B-9	Fax from Crane to Louisville. Crane identified that they needed an additional 175 G&A billets.

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	1230	10 B-11	Received fax of **2nd BSAT questions** from Crane for Scenarios 012 & 013. Question 1.e requested "Justify the gaining base one-time unique costs disparity between transferring all workload to NSWC, Crane and depot level functions to NNSY". **Question is comparing Louisville's response to Scenario 028 with Scenario 012.**
	1747	10 B-11	Louisville's follow on submittal of response to **1st verbal BSAT questions** (to D. Reece) of 11/27/94 at 1600.
	2100	9 B-10	Crane requests Louisville to E-Mail the scenario file **so that they can make changes for us**. Crane faxed Navy policy on BRAC 95 documentation procedures to Louisville. Louisville did not E-Mail the scenario file.
	2325	10 B-11	Louisville's follow-up response to **1st verbal BSAT question #8** (to D. Reece) of 11/27/94 at 1600 in accordance with agreement between D. Reece and R. Bentley.
29 Nov	1000	11 B-12	VTC between Louisville (G. Grattan, M. Corum, N. Wood, Capt. Carney) & ADM Sargent, in regard to TRS cost methodology.
	1843	12 B-13	**5th submittal**. Scenario 028, Encl (1) and (2) resulting from **1st BSAT questions (verbal)** of 27 Nov 94. (Refer to folder 10 for copy of questions)
30 Nov	1533	13 B-14	Received **3rd BSAT questions** (8 total) of 30 Nov 94 on scenario 028.
1 Dec	1030		Crane informs Louisville that priority is to answer BSAT questions first; then scenario 092 & 092a. Louisville inquires of Pate (NSWC) if this is accurate and he could not change the time schedule.
	1242	9 B-10	Received fax from Crane to Louisville. Regarding BSEC guidance to BSAT on productivity loss calculations and contracting out work.
	1342	14 B-15	Received via fax, **Higher Echelon Changes** Crane made to Louisville's 4th submittal of scenario 028 of 25 Nov 94 **(reduced TRS costs, reduced # of billets transferring, and reduced "Other Unique One-Time Costs" on Encl (3))**. Certification sheet received from Capt. Carney did not specify what was changed. The revised pages did not indicate higher echelon Command revisions (Crane's Encl (3), "Other Unique One-Time Costs" now reduced to $108M).
	1755	13 B-14	Partial response to **3rd BSAT questions** of 30 Nov 94 (#3 was not complete).
	2103	13 B-14	Final response to **3rd BSAT questions** of 30 Nov 94 were faxed to Crane.

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2 Dec	0744	13 B-14	Sent to NSWC HQ responses to **3rd BSAT questions** of 30 Nov 94.
	2120	13 B-14	Louisville (G. Morgan) faxed to Norfolk the annotated equipment list of NSWC, Louisville's "moving" to Crane in response to **2nd BSAT question** 1.e of 11/28/94. Question 1.e asked to reconcile the difference between the costs to transfer the CIWS depot to Crane (Scenario 028) vs. to Norfolk (Scenario 012). (Equipment list is in this folder)
3 Dec	2021	13 B-14	**6th submittal**. Faxed to Crane & NSWC HQ revision of scenario 028 with responses to **3rd BSAT questions** of 30 Nov 94; along with corrections to scenario 012 & 013.
4 Dec		15 B-16	**Higher Echelon change** & certification of BRAC data for Louisville's scenario 028 6th submittal, Encl (2) dated 12/3/94. Table on page 2-31b was revised to lower the Scenario 028 "Other One-Time Unique Costs" by $44,220K.
5 Dec	0817	16 B-17	Received **4th BSAT questions** on scenario 028 (questions 1 thru 7).
	1449	17 B-18	Received **5th BSAT questions** on scenario 028 (questions 1 thru 9).
6 Dec	0808	17 B-18	Faxed out to Crane "DRAFT" to **5th BSAT questions** of 5 Dec 1449 scenario 028.
	1500		Conf. call between Crane & Louisville with Crane's **criticism** (delaying our responsiveness) of our answers to **5th BSAT questions** of 12/5/94 at 1449.
	1515	16 B-17	Received fax from Crane regarding: "**Suggestions** for scenario 028 questions of 5 Dec at 0817".
	1538	17 B-18	Received fax from Crane regarding: "**Suggestions** for scenario 028 questions of 5 Dec at 1449" (quest 6 & 7).
	1738	17 B-18	Faxed out (Crane & NSWC) response to **5th BSAT questions** of 5 Dec at 1449 on scenario 028.
	1830	16 B-17	Faxed out (Crane & NSWC) response to **4th BSAT questions** of 5 Dec at 0817 on scenario 028.
7 Dec	1945	18 B-19	**7th Submittal.** Faxed out (Crane & NSWC) revision to scenario 028 incorporating **4th and 5th BSAT questions** on scenario 028 of 5 Dec at 0817 & 1449. Original and 1 copy in folder. (Crane's Encl (3) "Other Unique One-Time Costs" increased back to $152M (agrees with 4th Submittal)).
		19 B-20	Received **Higher Echelon change** pages and certification for Crane's Encl (3) to Scenario 028 reducing the "Other Unique One-Time Costs" back to $108M (agrees with 6th Submittal) to reflect **Higher Echelon Change** of 4 Dec 94 which was unknown to Louisville at time of 7th submittal..

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8 Dec		20 B-21	Received **Higher Echelon changes** to Crane's Encl (3) of Scenario 028. Revised Encl (3) changes responses to BSAT questions of 5 Dec 94 and realigns "One-Time Unique Costs" in Table 3-A (total of $108M remains the same) to reflect **Higher Echelon Change** of 4 Dec 94 which was unknown to Louisville.
9 Dec	1407	21 B 22	Received fax of **6th BSAT questions** from Crane dated 1407 12/9/94.
11 Dec		B-22 21	Received a **7th verbal BSAT question** on 12/11/94.
12 Dec	1645	21 B-22	**8th Submittal.** Faxed out revision to scenario 028 incorporating **7th verbal BSAT question** of 12/11/94 and question 1(a) and 1(e) **6th BSAT questions** of 12/9/94 at 1407. The remaining **6th BSAT question** (1.(b) thru 1.(d)) affected Scenarios 012/013 only.
15 Dec	1600		Norfolk team at Louisville reportedly commented that **Crane had submitted a "low-ball" estimate of $2.5M to transfer CIWS to Crane**.
	2300		Conf. call between Louisville (Morgan, Keeling, Bohn) with Crane (Matthews) when Matthews agreed to provide Louisville with CAAA equipment list by the next morning.
16 Dec	0730		Matthews called, said they would not give us a list of equipment in CAAA per Hardin and Carney. End of conversation.
27 Dec	1351	22 B 23	Chuck Hardin (NSWC, Crane) faxed in a draft response he prepared to answer the question (origin unknown) "why can Crane re-establish CIWS Depot work capability in 12 months whereas it will take NSY Norfolk 18 months to re-establish the capability?". Ed Givan was asked to comment on any visible errors before the response was submitted. NSWC, Louisvile did not confirm the ability of Crane to accomplish this effort. We only suggested changing "realistic" in the first paragraph to "optimistic".
13 Jan 95	1000		Louisville BRAC 95 response team met with Joe Bohn. Bohn informed team that **two Naval Audit Service personnel would visit Louisville on 17 Jan to conduct an audit of our BRAC 95 Scenario Data Call submissions**. The auditors were expected to be at Louisville for 3 weeks. The team began work on the official folders to ensure that all data was easily accessible for the auditors.

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14 Jan	1300		Louisville (CAPT. Cummings) contacted N. Wood in the BRAC conference room to advise the team that NAS auditors would be in on 17 Jan to conduct an audit. CAPT. Cummings added that the auditors **"had knowledge of potential problems in the BRAC 95 submittal process and that we should expect a more intense audit of our data"**. N. Wood advised CAPT. Cummings that we were aware of the audit and were organizing our data files and backup data to prepare for the audit. CAPT. Cummings also requested that the team prepare a SITREP at the end of each day to advise him of any problems that the auditors uncovered. He wanted to ensure that his "boss" was advised of any problems as they were discovered.
17 Jan	1300		BRAC 95 response team expected NAS auditors at 1300 for in brief. At 1315, Louisville (Code CEL) contacted Dave Coleman at NAS and found that he and his associate were still in the office and were not coming. Mr. Coleman told Code CEL (Adkins) that their trip had been cancelled the afternoon of 13 Jan and had not been rescheduled.
20 Jan	0815		Louisville (Grattan) told Louisville (Bohn) that Charlie Nemfakos had stopped the original 2 auditors from NAS and was replacing them with 2 different personnel. The explanation we were given was that Dave Coleman and his associate were **"too close to the process since they had audited the Crane site in Nov/Dec 94"**. Louisville (Grattan) also said to expect the 2 new auditors on 30 Jan. Louisville (Bohn) informed the BRAC 95 response team members of this conversation.
	0900		Jerry Cherry called Louisville (Bohn) and identified himself as being with the NAVSEA IG and stated that 2 NAS auditors (Daniel Cejka and Gerald Colaneri) would arrive in Louisville on 30 Jan to audit our BRAC 95 data submittals. Mr. Cherry also stated that the **NAS auditors would visit the Crane site and NSWC HQ after their visit to Louisville**.

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23 Jan	0900		Crane (Matthews) contacted Louisville (Bohn) and told him that he would have to go to NSWC HQ on 25 Jan **to assist NSWC HQ in preparing a "set" of final Louisville Scenario submittals**. (NSWC HQ has apparently become concerned that their "official" folders are either **not complete** or that **erroneous data** may have been previously submitted.) Matthews also stated that CAPT. Cummings and CAPT. Carney would be required to visit NSWC HQ on 27 Jan **to recertify the Louisville Data Call submissions**. (This exercise appears suspicious, occurring **4 weeks after the official Data Call submissions were concluded and provided to BSAT/BSEC**.)
	1000 1400 1440		NSWC HQ (Pate) contacted Louisville (Bohn) on (3) occasions requesting original packages and originals of (3) revisions to Scenario Data Calls 012A/013A. Pate also requested original revisions to Scenario Data Call 092 and original submittal and some original revisions to Scenario Data Call 028. Pate requested that Bohn bring these packages to NSWC HQ on 25 Jan. Pate also told Bohn that CAPT. Cummings and CAPT. Carney would visit NSWC HQ on 27 Jan to **recertify Louisville's last submittal**. (Response team is unsure whether "Louisville's last submittal" will become the 27 Jan version **or** the previous "last submittals" which were provided by Louisville in Dec 94.
	1540		CAPT. Cummings contacted Joe Bohn and requested that he get an "original package" of all data calls printed up for him to certify and for Bohn to take with him to NSWC HQ on 25 Jan in lieu of the Captain's planned visit to NSWC HQ on 27 Jan.
	1545		Louisville (Bohn) contacted NSWC HQ (Pate) and advised him of CAPT. Cummings request. Pate said that this would **not be acceptable** and that CAPT. Cummings **must** visit NSWC HQ to certify the packages. Pate also told Bohn that the "original package" that Bohn would assist in preparing on 25 Jan would be the package certified by CAPT. Cummings on 27 Jan.
	1605		Bohn contacted CAPT. Cummings and advised him of NSWC HQ's (Pate) response. CAPT. Cummings stated that **he had concerns about this process** and said he would talk to CAPT. Carney first.

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	1800		NSWC HQ (Pate) contacted Louisville (Bohn) and requested that Bohn bring an original submission and several original revisions to Scenario Data Calls 012/013 on 25 Jan. Pate also said he talked to CAPT. Carney and that the packages prepared on 25 Jan will be **"as they were submitted to Crane and this will be what CAPT. Cummings will certify on 27 Jan"**. He also stated that CAPT. Carney will certify all **Higher Echelon Changes** with **"full justification of the changes"** on 27 Jan. **(The BRAC 95 response team had never received justifications for any of the Higher Echelon Changes.)**
25 Jan	1600		The following is Louisville (Bohn) notes from his visit to NSWC HQ on 25 Jan: 0940 - Arrived at NSWC HQ. NSWC HQ (Pate) explained details of what he wanted done before Bohn left: "The fax copies are in the system (taken to BSAT). Tasks are: Assemble all originals; copy the originals; integrate revisions. Original goes thru the Chain of Command. Copies go to CNO 033 and NAVSEA 09X. Bohn only worked on Scenario Data Call 012/013. Bohn gathered all originals that he had and any originals in Pate's possession. Bohn copied all originals (2 copies) Pate kept 1 set of the copied original revisions and scenario packages. Bohn took out all original certification sheets of CAPT. Cummings; **Crane (Matthews) said that the only certification sheets that the NSWC HQ will have on file will be those final certification sheets signed on 27 Jan**. Bohn took each of the original packages, laid them out on the table and integrated them using the configuration control sheets prepared by the BRAC 95 response team. All remaining sheets were then compiled and kept by Bohn and returned to Louisville. The items missing from Scenario

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			012/013 package were: Encl (3)-A, pages 3-2a, 3-2b and 3-9. Two exceptions were noted from Louisville's master configuration control listing. Encl (3)-B certification of CAPT. Carney was dated 11/17/94 - did not have certification for 12/01/94. Encl (3)-C of PHD certification was also dated 11/17/94. 1230 - Bohn called Tom Abner at Louisville and "told him what a mess he was in with trying to integrate the originals of what was considered the **'012 package'**". Bohn then laid out on the table the last remaining set of copied originals and integrated them into a package called **'013 package'** (identical to '012 package'). Crane (Bob Matthews) integrated the 012A/013A package while Bohn was at NSWC HQ. Matthews simply made a copy of it and used the copy for 013A (maybe ?). Still remaining when Bohn left: Response team was to fax certification sheets from Encl (3)-B and Encl (3)-C to Pate. Matthews was going to do integration of Higher Echelon Changes packages, Scenario 092 package and Scenario 028 package. Bohn felt comfortable when he left NSWC HQ. He called CAPT. Cummings and told him that he was comfortable with Scenario 012/013 package. When Bohn left NSWC HQ, his general feeling was that Pate was scared to death to have to touch the packages that Bohn had integrated. Pate did comment that he knew people were accusing others of cheating/lying in the process (may not be his exact words) and he did not want to get caught up in that mess.
26 Jan	1230		Louisville (CAPT. Cummings) requested a briefing from the BRAC 95 Response Team to "make him aware of the events throughout the Scenario Data Call process and advise him of any problems". The team provided him with a chronology of Data Call submissions and BSAT questions and responses and Scenario Cost Change Profile charts showing costs decreases over time for each Scenario. The team also provide CAPT. Cummings with a master configuration control listing showing the revisions of the pages in Louisville's final submittals. The team also discussed some general problems that we had experienced throughout the process.
	1445		Louisville (CAPT Cummings) told Louisville (Bohn) that he had just gotten off the phone with Crane (Dave Reece) and had discussed the 1230 briefing. Reece recommended that we include the problem of "Norfolk not accepting all the personnel to accompany the depot workload billets being transferred to Norfolk".

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27 Jan	0930		The Louisville BRAC 95 Response Team decided to add all chronology events possible to document problems and provide this summary to the auditors.
	1030		Louisville (CAPT Cummings) visited NSWC HQ and **recertified the (4) NSWC, Louisville Scenario Data Call submissions**. NSWC HQ did not have time during the visit to make copies of the recertified submittals and promised to mail them to NSWC, Louisville at a later date.
31 Jan	0800		(2) Naval Audit Service representatives (Daniel Cejka and Gerald Colaneri) arrived at NSWC, Louisville to review the Scenario Data Call submittals and processes. The team remained at Louisville through 3 Feb 95.
1 Feb	1000		Crane (Matthews) contacted Louisville (Bohn) and stated that BSAT/NAVSEASYSCOM (Logan) wanted NSWC, Louisville to revise all (4) Scenario Data Call submittals to include the UIC's for Tenants being transferred/eliminated. Matthews requested that the submittals be at NSWC HQ by 6 Feb 95.
3 Feb	1000		Louisville (CAPT Cummings) received copies of the (4) Scenario Data Calls from NSWC HQ **which reflect the new final recertification**. CAPT. Cummings gave these packages to the BRAC 95 Response Team for review. **The recertified packages contain the Higher Echelon Changes, with NO JUSTIFICATIONS OR INDICATIONS THAT THESE ARE CRANE PAGES.** This is not consistent with what the BRAC 95 Response Team was told at 1800 on 23 Jan 95 by NSWC HQ (Pate). CAPT. Cummings was unaware that the **Higher Echelon Changes** were in the packages he certified on 27 Jan.
	1630	23	**9th Submittal**. Faxed certified resubmittal of Tenant UIC additions (2 pages) to Crane (Matthews) and NSWC HQ (Pate). **Louisville (Abner) contacted NSWC HQ to advise Pate that originals would be express mailed 3 Feb 95. NSWC HQ (secretary) advised Abner that Pate's "detail" at NSWC HQ had been terminated. Matthews advised Abner that the package should be addressed to Bill Cocimano.** Abner express mailed the package to Cocimano at 1730 3 Feb 95.
6 Feb	1000	24	Copy of the 27 Jan 95 certified package received from NSWC HQ with **Higher Echelon Changes**. Louisville's **9th submittal** not included.
7 Feb	0815		Louisville (Bohn) received phone call from Crane (Matthews) regarding corrections required to Table(s) 2-A of all (4) Scenarios. The corrections were to modify the first UIC and the associated name to reflect Louisville as the losing host Activity.

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	1030	25	**10th Submittal**. Faxed corrected Table 2-A page 2-12 of resubmittal to NSWC HQ. Pages reflect a 02/03/95 revision date.
8 Feb	1130		Louisville (Bohn) received phone call from Crane (Matthews) indicating that, because of the recent changes, Louisville (CAPT Cummings) needed to sign and forward to NSWC HQ a certification sheet for each Scenario package.

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DATE	TIME	FOLDER	DESCRIPTION
29 Nov	1339	1	Fax received from Crane (Matthews) of BRAC-95 Scenario Development Data Call tasking from BSAT, which required the 092 submittal.
1 Dec	1754	2	Fax received from Norfolk (Trueblood) to Louisville (Morgan) providing Norfolk certification of Enclosure (3) to Scenario 092 and **Norfolk TRS development cost methodology ($18 Mil)**. This fax also included a revised Enclosure (3) for Scenario 012/013.
			No Gaining Activities were specifically identified in the Scenario Data Call tasking. Louisville work is "11b Sea Systems-Weapons" and Scenario 092 states, "Transfer this work to any open Navy/MC Depot activity". **Higher Echelon Command directed** this type of work and identified the Gaining Activity to be addressed in Louisville's response as Norfolk. Norfolk faxed their Enclosure (3) to Louisville without any negotiations on the functions to be transferred to them for this Scenario.
2 Dec	0904	4	**1st Submittal.** Fax to NSWC HQ (Pate) from Louisville (Bohn) certified response to Scenario 092.
		3	Working papers and notes concerning Crane's recommendation for a proposed Scenario 092A, **to realign CIWS Depot work to Crane versus Norfolk**. Louisville disagreed with the plan and it was abandoned. **A similar methodology re-surfaced on 15 Dec 94 as Scenario 012A/013A**.
		3	Fax to Crane (CAPT Carney) from Louisville (CAPT Cummings) regarding Norfolk versus Crane billet requirements and costs that **"Norfolk will tell us that we have lost all credibility and the $18,600/billet (vice $147,700/billet) is artifically low".**
4 Dec	0511	5	Fax received from Norfolk (Trueblood) providing the "Logic for transferring 469 personnel from Louisville to Norfolk" and the rationale for taking only 253 items of equipment and machines.
	0810	5	Fax to Crane and NSWC HQ (Pate) providing the Norfolk fax of 0511, 4 Dec 94.
	2237	6	**2nd Submittal.** Fax to NSWC HQ (Pate) and Crane (Matthews), Certified revision of Scenario 092 was submitted to incorporate the results of discussions with Norfolk on 3 Dec 94 and 4 Dec 94 in regard to personnel, equipment and machinery. Includes a Norfolk (CAPT Klemm) certification of 1 Dec 94 for Enclosure (3). Revised tonnage calculations were included in response to reduced requirements identified by Norfolk on 4 Dec 94. This reduced Louisville's Mission Equipment tonnage.
5 Dec	1608	7	Fax received from Crane to Louisville of **1st BSAT questions** (3 total) of 1603, 5 Dec 94 for Scenario 092.

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6 Dec	0923	7	Faxed to NSWC HQ (Pate) and Crane (Matthews), Louisville's certified responses to **1st BSAT questions** of 1603, 5 Dec 94 for Scenario 092.
7 Dec	1634	8	**3rd Submittal.** Faxed to NSWC HQ (Pate) and Crane (Matthews), certified revision to Scenario 092 incorporating responses to **1st BSAT questions** of 1603, 5 Dec 94, and additional pages for clarification.
9 Dec	1407	9	Received fax from NSWC HQ (Pate) forwarding **2nd BSAT Questions** (6 total) of 1441, 9 Dec 94.
10 Dec	0015	10	**4th Submittal.** Faxed to NSWC HQ (Pate) and Crane (Matthews), certified revision to Scenario 092, of 9 Dec 94, incorporating responses to **2nd BSAT questions** of 1441, 9 Dec 94 to incorporate the "Workload Phase-In Plan" and adjust the Net Mission Costs.
12 Dec	1050	11	**5th Submittal.** Faxed to NSWC HQ (Pate) and Crane (Matthews), certified revision to Scenario 092 incorporating responses to **2nd BSAT questions** 1.a. and 1.e. of 1407, 9 Dec 94 and the **3rd BSAT verbal question** of 11 Dec 94.
	1345	11	**6th Submittal.** Faxed to NSWC HQ (Pate) and Crane (Matthews), revisions to Scenario 092 incorporating corrections to pages 2-20 and 2-20b for **5th Submittal**.
	1831	11	**7th Submittal.** Fax to Crane (Matthews) from Louisville (Bohn) revised/clarification to page 2-18a of Scenario 092 to Louisville's **5th Submittal**.
22 Dec	1125	12	**8th Submittal.** Faxed to NSWC HQ (Pate) and Crane (Matthews), certified revision to Scenario 092 incorporating responses to **4th BSAT verbal question** of 2200, 21 Dec 94.
			Note: There were no known **Higher Echelon Changes** to Louisville's Enclosure (2) of Scenario 092. This is **inconsistent** with **Higher Echelon Changes** implemented on Louisville's Scenarios 012/013, 012A/013A and 028.
13 Jan 95	1000		Louisville BRAC 95 response team met with Joe Bohn. Bohn informed team that **two Naval Audit Service personnel would visit Louisville on 17 Jan to conduct an audit of our BRAC 95 Scenario Data Call submissions**. The auditors were expected to be at Louisville for 3 weeks. The team began work on the official folders to ensure that all data was easily accessible for the auditors.

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	1540		CAPT. Cummings contacted Joe Bohn and requested that he get an "original package" of all data calls printed up for him to certify and for Bohn to take with him to NSWC HQ on 25 Jan in lieu of the Captain's planned visit to NSWC HQ on 27 Jan.
	1545		Louisville (Bohn) contacted NSWC HQ (Pate) and advised him of CAPT. Cummings request. Pate said that this would **not be acceptable** and that CAPT. Cummings **must** visit NSWC HQ to certify the packages. Pate also told Bohn that the "original package" that Bohn would assist in preparing on 25 Jan would be the package certified by CAPT. Cummings on 27 Jan.
	1605		Bohn contacted CAPT. Cummings and advised him of NSWC HQ's (Pate) response. CAPT. Cummings stated that **he had concerns about this process** and said he would talk to CAPT. Carney first.

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	1800		NSWC HQ (Pate) contacted Louisville (Bohn) and requested that Bohn bring an original submission and several original revisions to Scenario Data Calls 012/013 on 25 Jan. Pate also said he talked to CAPT. Carney and that the packages prepared on 25 Jan will be **"as they were submitted to Crane and this will be what CAPT. Cummings will certify on 27 Jan"**. He also stated that CAPT. Carney will certify all **Higher Echelon Changes** with **"full justification of the changes"** on 27 Jan. **(The BRAC 95 response team had never received justifications for any of the Higher Echelon Changes.)**
25 Jan	1600		The following is Louisville (Bohn) notes from his visit to NSWC HQ on 25 Jan: 0940 - Arrived at NSWC HQ. NSWC HQ (Pate) explained details of what he wanted done before Bohn left: "The fax copies are in the system (taken to BSAT). Tasks are: Assemble all originals; copy the originals; integrate revisions. Original goes thru the Chain of Command. Copies go to CNO 033 and NAVSEA 09X. Bohn only worked on Scenario Data Call 012/013. Bohn gathered all originals that he had and any originals in Pate's possession. Bohn copied all originals (2 copies) Pate kept 1 set of the copied original revisions and scenario packages. Bohn took out all original certification sheets of CAPT. Cummings; **Crane (Matthews) said that the only certification sheets that the NSWC HQ will have on file will be those final certification sheets signed on 27 Jan**. Bohn took each of the original packages, laid them out on the table and integrated them using the configuration control sheets prepared by the BRAC 95 response team. All remaining sheets were then compiled and kept by Bohn and returned to Louisville. The items missing from Scenario

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			012/013 package were: Encl (3)-A, pages 3-2a, 3-2b and 3-9. Two exceptions were noted from Louisville's master configuration control listing. Encl (3)-B certification of CAPT. Carney was dated 11/17/94 - did not have certification for 12/01/94. Encl (3)-C of PHD certification was also dated 11/17/94. 1230 - Bohn called Tom Abner at Louisville and "told him what a mess he was in with trying to integrate the originals of what was considered the **'012 package'**". Bohn then laid out on the table the last remaining set of copied originals and integrated them into a package called **'013 package'** (identical to '012 package'). Crane (Bob Matthews) integrated the 012A/013A package while Bohn was at NSWC HQ. Matthews simply made a copy of it and used the copy for 013A (maybe ?). Still remaining when Bohn left: Response team was to fax certification sheets from Encl (3)-B and Encl (3)-C to Pate. Matthews was going to do integration of Higher Echelon Changes packages, Scenario 092 package and Scenario 028 package. Bohn felt comfortable when he left NSWC HQ. He called CAPT. Cummings and told him that he was comfortable with Scenario 012/013 package. When Bohn left NSWC HQ, his general feeling was that Pate was scared to death to have to touch the packages that Bohn had integrated. Pate did comment that he knew people were accusing others of cheating/lying in the process (may not be his exact words) and he did not want to get caught up in that mess.
26 Jan	1230		Louisville (CAPT. Cummings) requested a briefing from the BRAC 95 Response Team to "make him aware of the events throughout the Scenario Data Call process and advise him of any problems". The team provided him with a chronology of Data Call submissions and BSAT questions and responses and Scenario Cost Change Profile charts showing costs decreases over time for each Scenario. The team also provide CAPT. Cummings with a master configuration control listing showing the revisions of the pages in Louisville's final submittals. The team also discussed some general problems that we had experienced throughout the process.
	1445		Louisville (CAPT Cummings) told Louisville (Bohn) that he had just gotten off the phone with Crane (Dave Reece) and had discussed the 1230 briefing. Reece recommended that we include the problem of "Norfolk not accepting all the personnel to accompany the depot workload billets being transferred to Norfolk".

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27 Jan	0930		The Louisville BRAC 95 Response Team decided to add all chronology events possible to document problems and provide this summary to the auditors.
	1030		Louisville (CAPT Cummings) visited NSWC HQ and **recertified the (4) NSWC, Louisville Scenario Data Call submissions**. NSWC HQ did not have time during the visit to make copies of the recertified submittals and promised to mail them to NSWC, Louisville at a later date.
31 Jan	0800		(2) Naval Audit Service representatives (Daniel Cejka and Gerald Colaneri) arrived at NSWC, Louisville to review the Scenario Data Call submittals and processes. The team remained at Louisville through 3 Feb 95.
1 Feb	1000		Crane (Matthews) contacted Louisville (Bohn) and stated that BSAT/NAVSEASYSCOM (Logan) wanted NSWC, Louisville to revise all (4) Scenario Data Call submittals to include the UIC's for Tenants being transferred/eliminated. Matthews requested that the submittals be at NSWC HQ by 6 Feb 95.
3 Feb	1000		Louisville (CAPT Cummings) received copies of the (4) Scenario Data Calls from NSWC HQ **which reflect the new final recertification**. CAPT. Cummings gave these packages to the BRAC 95 Response Team for review. **The recertified packages contain the Higher Echelon Changes, with NO JUSTIFICATIONS OR INDICATIONS THAT THESE ARE CRANE PAGES.** This is not consistent with what the BRAC 95 Response Team was told at 1800 on 23 Jan 95 by NSWC HQ (Pate). CAPT. Cummings was unaware that the **Higher Echelon Changes** were in the packages he certified on 27 Jan.
	1630	13	**9th Submittal**. Faxed certified resubmittal of Tenant UIC additions (1 page) to Crane (Matthews) and NSWC HQ (Pate). **Louisville (Abner) contacted NSWC HQ to advise Pate that originals would be express mailed 3 Feb 95. NSWC HQ (secretary) advised Abner that Pate's "detail" at NSWC HQ had been terminated. Matthews advised Abner that the package should be addressed to Bill Cocimano.** Abner express mailed the package to Cocimano at 1730 3 Feb 95.
6 Feb	1000	14	Copy of the 27 Jan 95 certified package received from NSWC HQ with **Higher Echelon Changes**. Louisville's **9th submittal** not included.
7 Feb	0815		Louisville (Bohn) received phone call from Crane (Matthews) regarding corrections required to Table(s) 2-A of all (4) Scenarios. The corrections were to modify the first UIC and the associated name to reflect Louisville as the losing host Activity.

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	1030	15	**10th Submittal**. Faxed corrected Table 2-A page 2-11 of resubmittal to NSWC HQ. Pages reflect a 02/03/95 revision date.
8 Feb	1130		Louisville (Bohn) received phone call from Crane (Matthews) indicating that, because of the recent changes, Louisville (CAPT Cummings) needed to sign and forward to NSWC HQ a certification sheet for each Scenario package.

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DATE	TIME	FOLDER	DESCRIPTION
15 Dec	1700		Louisville (Crouch) hears of the possibility of a Revision to Scenario 012/013 concerning the move of the CIWS Depot Overhaul to Crane versus Norfolk, from the Norfolk team visiting Louisville. Tries to get a copy of Scenario from Norfolk but can not. Louisville (Crouch) called Louisville (Grattan). Louisville (Crouch) called Crane (Reece) and asked for copy of submission they prepared. Crane (Reece) said BSAT asked them for it.
	1715		Louisville (Crouch) asked NSWC HQ (Pate) if he knew about proposal Crane had submitted. Pate stated that he had a sense something was going on in the fringes. Again, BSAT dealing directly with field activities without going through the chain of command. Pate claimed to be unaware that Crane had submitted a proposal (at the time it was submitted). Louisville (Crouch) started to read fax, from Norfolk, to NSWC HQ (Pate) and noticed his name was handwritten on the side and asked him if he had received it. He said he had. Crouch confided in Pate that he thought Crane had set us up and that we (Louisville site) were extremely upset that Crane had sold us down the river. Decision made to call in BRAC response team (team A).
	1716	1 D-2	Fax received from Crane (Matthews) to Louisville (Bohn) with a memo reporting the following: 0900 Crane (Matthews) received call from NSWC HQ (Pate) saying that NSWC HQ (RADM Sargent) had been called by BSEC (ADM Earner) regarding Crane's ability to accommodate CIWS depot. At 0930 Crane (Matthews) responded to NSWC HQ (Pate) **that 100,000 SF of space at a cost of $2.5 Million would be required**. Around 1100 Crane (CAPT Carney) received a call from BSAT (CAPT Moeller) asking for a quick/rough cost comparison to relocate CIWS depot from Norfolk to Crane. Handwritten response forwarded to BSAT (CAPT Moeller) and NSWC HQ (Pate) around 1200. At 1630 Crane (Matthews) received the fax that we are working on now. Norfolk (Trueblood) called and Crane (Matthews) forwarded the same information to Norfolk (Trueblood).

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	1739	1 D-2	Fax received from NSWC HQ (Pate) providing copy of **1st BSAT** (CAPT Moeller) **question** of 15 Dec 94 to NAVSEA (Atkins) regarding quick/rough cost comparison received from Crane stating that the possible cost savings identified needs to be more fully explored by resubmission of the Scenario 012/013 with the CIWS depot work going to Crane. Another aspect of this scenario that needed to be reviewed was the transfer of phosphate plating operations to the Watervliet Army Arsenal.
	1747	1 D-2	Fax received from Crane (Matthews) to Louisville (Bohn) with memo stating that the call from BSEC (ADM Earner) to NSWC HQ (RADM Sargent) was prompted by Norfolk response to BSAT question of 1358 of 14 Dec 94. (Complete Norfolk response to BSAT Questions is also included in this folder)
			NSWC HQ (RADM Sargent) called looking for Louisville (Grattan). Grattan wasn't available. RADM Sargent didn't want to talk to anyone else but the Louisville Commanding Officer.
	1900		Louisville (CAPT Cummings) briefed BRAC team on his conversation with RADM Sargent. Called it a gutsy call. RADM Sargent said we shouldn't be mad at Crane. It wasn't their fault about the proposal. RADM Sargent stated that he raised the question during BSAT briefing. Louisville (Grattan) said that RADM Sargent may have said that, but that Crane (Reece) put the idea in his head. Louisville (CAPT Cummings) then discussed issue with Crane (Weaver and then CAPT Carney). CAPT. Carney said that he got a call from NAVSEA (VADM Sterner) and that VADM Sterner said the proposal was his idea.
	2200	2 D-3	Fax received from Crane (Matthews) with the new Enclosure (3)-B submission for Scenario 012A/013A. Costs in **Crane's Submittal** were **extremely low and considered unacceptable (low-ball estimate)**. Louisville team disagreed with Crane's Enclosure (3)-B.
16 Dec	1053	2 D-3	Fax received from Crane (Matthews) with **Crane's second version** of Enclosure (3)-B submission for Scenario 012A/013A. Costs were **still low and considered unacceptable to actually relocate CIWS facility**.
	1359	2 D-3	Fax from Louisville (Bohn) to Crane (Matthews) a list of **noncurrences** on Crane's Enclosure (3)-B submittal to Louisville for Scenario 012A/013A of 1053, 16 Dec 94.

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	1420		Conference call regarding **"noncurrences"** between Louisville and Crane. The end result, which we received at 1646 reflected virtually no changes to what was discussed in this conference call.
	1520	2 D-3	Fax received from Norfolk (Trueblood) with Norfolk certification sheets and page 1-1R of Norfolk's Enclosure (3). Rest of Enclosure (3) to follow later.
	1542	2 D-3	Fax received from Norfolk (Trueblood), initial certified response to Enclosure (3) of Scenario 012A/013A. This response became Enclosure (3)-A to Louisville's Scenario 012A/013A.
	1602	3 D-4	**DIRECTED 1st Submittal.** Fax to Crane (Matthews) initial certified response of Scenario 012A/013A Enclosure (1), Enclosure (2) and attachments. Enclosures (3)-C, (3)-D and (3)-E were also faxed. **Louisville added an Enclosure (3)-E in this submittal to capture the gaining activity costs of plating at Watervliet Arsenal**. Enclosure (3)-A and Enclosure (3)-B were to follow. Enclosure (2), Attachment 1 is a listing of NSWC, Louisville Equipment and Machinery (52 Pages). Enclosure (2), Attachment 2 is a NAVSEA letter 5310 Ser 07F/122 of 14 Oct 94. Enclosure (2), Attachment 3 is a Detailed Breakdown of Special Support Function Costs ($78 Mil).
	1646	2 D-3	Fax received from Crane with initial certified response for Louisville's Enclosure (3)-B of Scenario 012A/013A. This response was **Crane's third submittal** and Louisville **nonconcurred** with the costs and facilities listed. It was agreed that a conference call would be conducted later that evening.
	1730	3 D-4	Completed fax to NSWC HQ (Pate) of Scenario 012A/013A. Some pages of Lousiville's fax of 1602 did not arrive at NSWC HQ and were resent.
	1930		Conference call among Lousiville and Crane (Commanding Officers, Executive Directors, Directorate Directors, and some BRAC team members). Discussion concerned Crane's fax of 1646, 16 Dec 94 of Enclosure (3)-B. Arguments ensued concerning "Other Unique One-Time Costs", Louisville considered the Crane estimates to be **"low-ball estimates" in an attempt to make 012A/013A look attractive to the BSAT**. Louisville's concern was that CIWS Depot could not be re-established at Crane for the costs quoted. Crane (Reece) concluded the meeting by summarizing the list of agreed upon items and the **list of nonconcurrences** and stated the amount to be used for each item.

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	2222	2 D 3	Fax received from Crane, certified response to Enclosure (3) of Scenario 012A/013A. This response was **Crane's fourth submittal** and became Enclosure (3)-B to Lousiville's Scenario 012A/013A.
	2315	3 D 4	Faxed to Crane (Matthews) and NSWC HQ (Pate) initial certified Enclosure (3)-B from Crane, to Scenario 012A/013A and re-faxed pages 2-61, 2-62, 2-63, 2-64 and 2-77.
19 Dec	0642	4 D 5	Fax received from Crane (Matthews) to Louisville (Bohn), **2nd BSAT questions** (6 total) of 18 Dec 94 (this was a re-transmittal of 15 Dec 94 BSAT Questions to NAVSEA 07). The 15 Dec 94 BSAT Questions request that Crane and NAVSEA explain the lower CIWS Depot numbers for moving to Crane (Scenario 012A/013A) versus the higher numbers when the CIWS Depot was moving to Norfolk in Scenarios 012/013. Crane's responses were provided **without any input from Louisville**.
	0821	4 D-5	Received fax of questions from Crane (Matthews) comparing personnel transferred in Scenario 012/013 with personnel to be transferred in Scenario 012A/013A. The fax addressed **decreased** personnel to Norfolk and **increased** personnel to Crane.
	1030	4 D-5	Fax received from Crane (Matthews) with Crane's response to CIWS facility, **3rd BSAT** (CDR Biddick) **question** (p. 3-9R) dated 15 Dec 94 .
	1250	4 D 5	Fax to Crane (Matthews), BSAT (CDR Biddick) and NSWC HQ (Pate) from Louisville (Bohn), certified response to **2nd BSAT questions** of 18 Dec 94 for Scenario 012A/013A. Norfolk to respond directly to **2nd BSAT questions** 3-2R and 3-4R.
	1428	4 D-5	Fax to Crane (Matthews) from Louisville (Bohn) responding to Crane's (Reece) questions of 0821, 19 Dec 94.
	1451	4 D-5	Fax received from Norfolk (Trueblood) to Louisville (Morgan), copy of Norfolk's response to **2nd BSAT questions** 3-2R and 3-4R of 18 Dec 94.
20 Dec	0753	4 D-5	Fax to Crane (Matthews) and NSWC HQ (Pate) Norfolk's fax of 1451, 19 Dec 94 regarding Norfolk's response to **2nd BSAT questions** 3-2R and 3-4R.
	1126	6 D-7	**2nd Submittal.** Fax to Crane (Matthews) and NSWC HQ (Pate) certified corrections for Scenarios 012A/013A pages 2-15 and 2-44.

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	1141	5 D-6	Fax from Crane (Matthews) to Louisville (Bohn) Enclosure (3)-B, draft pages 3-2R (12-20-94) "Other Unique One-Time Costs" and 3-6R (12-20-94) "Table 3-A: Dynamic Base Information". The faxed pages are draft and will only be used if the two CIWS mounts are to be remanufactured and installed at Crane.
	1918	5 D-6	Fax received from Crane (Matthews) to Louisville (Bohn) providing answer that was forwarded from the NSWC HQ regarding decisions made between NSWC HQ/Port Hueneme/Crane. The **1st BSAT question** of 15 Dec 94 is, "Is there savings to be achieved by moving the ISE function to Crane vice Port Hueneme? Previous discussions have indicated that it may save equipment duplication costs by moving operation to Crane. Provide explanation to substantiate movement to Port Hueneme versus Crane.".
	2034	6 D-7	Fax from Louisville (Bohn) to Crane (Matthews) showing pen and ink changes for relocating CIWS ISE function from Port Hueneme to Crane. This **directed** change reduced the number of billets being transferred to Port Hueneme by 50 and increased the number of billets transferred to Crane by 20. The remaining 30 billets were eliminated. Crane (Matthews) stated that the 30 BRAC 91 "Combat System ISE" billets were to be from the CIWS ISE function.
	2235	6 D-7	**3rd Submittal.** Fax to Crane (Matthews) Louisville's (CAPT Cummings) certified response of changes to Scenario 012A/013A resulting from discussions between the BSAT, NSWC HQ and Crane on 20 Dec 94. Changed pages include 2-25, 2-26, 2-27, 2-28, 2-29, 2-33, 2-34, 2-36, 2-43, 2-44 and 2-46. Also included is Crane's (CAPT Carney) certification of changes to Enclosure (3)-B, pages 3-2R (12-20-94) and 3-6R (12-20-94).
21 Dec	1323	7 D-8	Fax from Port Hueneme (CAPT Beachy) to Louisville (Bohn) with revised, certified Enclosure (3) for Louisville's Enclosure (3)-C for Scenarios 012A/013A
22 Dec	0636	9 D-10	Received fax from Crane (Auxier) of pen and ink changes to Louisville's Scenario 012/013 submittal of 12 Dec 94. Crane had annotated 11 pages based on a **BSAT and NAVSEA meeting of 21 Dec 94** to transfer 20 additional people to Norfolk. This change also applied to Scenario 012A/013A.
	1125	8 D-9	**4th Submittal.** Fax to Crane (Matthews) and NSWC HQ (Pate) Louisville's certification of Norfolk's certified changes to Scenario 012A/013A, pages 3-4R and 3-6R of Enclosure (3)-A and Port Hueneme's certified new Enclosure (3)-C.

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23 Dec	1400		Crane (Auxier) called and talked to Louisville (Bohn and Wood) about two documents that she needed. (1) Auxier wanted Louisville to revise the Scenario 012/013 "workload phase-in plan" of 12/9/94 to show the CIWS workload going to Crane and the remaining workload going to Norfolk; (2) Auxier referred to the faxed **"Higher Echelon certification** page" of 12/22/94 where NSWC, Louisville's page 2-35b was replaced with a blank page by NSWC, Crane (see folder "PP" of Scenario 012/013). Auxier wanted the G&A page reworked and Bohn and Wood said they would call her back on 12/27/94.
27 Dec	0845		Conference call among Crane (Auxier) and Louisville (Smith, Wood, Corum and Curtis). Purpose for the call was to discuss the "Workload Phase-In Plan" and the G&A page in Scenarios 012/013 and 012A/013A.
	0915		Conference call among Crane (CAPT Carney, Auxier) and Louisville (CAPT Cummings, Bohn, Curtis, Corum, Wood, and Smith). Auxier explained the need for a "Workload Phase-In Plan" for Scenario 012A/013A and Capt. Carney discussed his misunderstanding of the G&A page and requested that Louisville prepare a **G&A phase out plan explaining the rationale for the G&A billet elimination.** Crane's misunderstanding of what the G&A figures represented and how they would be phased out resulted from their not understanding that the Gaining Activities did not want the G&A billets.
	0941	10 D-11	Received fax from Crane (CAPT Carney) with his calculations and distribution of G&A personnel for Louisville. He believed that G&A personnel should be "transferred" or "eliminated", and not be a part of the Force Structure changes.
	1000		Developed responses to questions raised on 23 Dec 94. Two subjects: to develop a "Workload Phase-In Plan" for Scenario 012A/013A to include the workload going to Crane (CIWS Depot Workload) based on **4th BSAT verbal question** of 22 Dec 94 as relayed by Crane on 23 Dec 94; next Louisville developed a "G&A Phase-Out Plan" for Scenarios 012/013 and 012A/013A.
	1223	10 D-11	Faxed to Crane (Auxier) the "Workload Phase-In Plan" for Scenarios 012/013 and 012A/013A.

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	1351		Crane (Hardin) faxed in a draft response he was preparing to answer the question "why can Crane establish CIWS Depot work capability in 12 months whereas it will take NSY Norfolk 18 months to establish the capability?". Louisville (Givan) was asked to comment on any visible errors before the response was submitted. Louisville only suggested changing "realistic" in the first paragraph to "optimistic". Louisville **did not** confirm the ability of Crane to accomplish this effort.
	1610	10 D-11	Faxed to Crane (Auxier) and NSWC HQ (Pate) the "G&A phase-out plan" for Scenarios 012/013 and 012A/013A.
	1625	10 D-11	Faxed to NSWC HQ (Pate) the "Workload Phase-In Plan" and the "G&A Phase-Out Plan" for Scenarios 012/013 and 012A/013A.
29 Dec	0905 & 1007	11 D-12	Crane (Auxier) faxed to Louisville (Bohn) the **Higher Echelon change** pages (Scenario 012A/013A: 2-47R, 2-71R, 2-72R, and 2-77R; Scenario 012/013: 2-42R, 2-43R, 2-43aR, and 2-48R) that Crane certified and submitted (replaced) in data calls 012/013 and 012A/013A, <u>without any knowledge by, or input from, Louisville</u>. These changes reduced "Net Mission Costs" to zero and removed the calculations for "Net Mission Costs".

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	1020		Crane (Auxier) had a conference call with Louisville (Bohn, Bentley.) Auxier informed us of the meeting that took place on Wednesday, 28 Dec 94 between NSWC HQ and NAVSEA representatives. The attendees were: **Riswyk (07?), RADM Sargent (NSWC HQ), Booker (NAVSEA 07F), Coburn (NAVSEA 07?), Pate (NSWC HQ), Mulcahey (NAVSEA 015), Freeman (NAVSEA 91W), Cocimano (NSWC HQ).** Louisville was advised that four issues were discussed at the meeting. First, 12 month vs. 18 month start up time for the CIWS Depot Overhaul Facility at Crane and Norfolk, respectively. Apparently, Norfolk wanted the same start up time of 12 months figured into their calculations or that Crane adopt the 18 month start up time that was in the Norfolk scenario (012/013) to "level the playing field". **It is our understanding that Crane (CAPT Carney) was contacted and refused to change Crane's CIWS start up time.** Second, TRS (Industrial Process Documentation) costs were discussed. Norfolk apparently felt that costs were too high for the 012A/013A scenario compared to the Crane costs. It is our understanding that CAPT Carney was contacted and that he would not change his position on the Crane site estimates for these costs. Third, wage rate issues were discussed as follows: - The official **NAVSEA 07F letter of 14 Oct 94** referenced and disseminated all shipyard manday rates as officially approved/published by NAVCOMPT. We were told after the 28 Dec 94 meeting that **this letter had been discredited.** We were also told that NAVSEA 07F (Booker) considered the rate adjustment to be accurate based on a Mutually Exclusive scenario (with Norfolk only receiving the workload from Louisville), yet the same rate adjustement was used in previous scenarios **which included Louisville workload and workload from other Activities.** Also, Norfolk should show a net reduction in workload - the Louisville workload to be moved to Norfolk along with the reduction in Norfolk's work (as shown in the Norfolk base loading table), results in a net reduction of workload vice a large increase. This would result in an increase in Norfolk's rates from current published rates. Additionally, NAVSEA 07F (Booker) is using baseline rates for FY95 and FY96 (prior to workload shifts) which are significantly lower than the current official published rates from NAVCOMPT and NAVSEA 07F.This would result in significant increased cost to move work to Norfolk. **This was**

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			done without any input from Louisville. Fourth, the G&A billet elimination was discussed. The rationale for elimination of NSWC, Louisville G&A billets had been prepared and forwarded to CAPT Carney on 27 Dec 94. Louisville was told that the BSAT still didn't like Louisville's logic, so Crane revised Louisville's scenario submission, **without any additional input from Louisville**, to change our submitted pages to "blank pages". NSWC, crane faxed us a revised copy of page 2-47R, deleting our G&A Billet Elimination page, and replaced it with a page marked "In this revision, this page intentionally left blank". **It is not evident from the revised page whether this is a Louisville submittal, or a higher echelon change.**
13 Jan 95	1000		Louisville BRAC 95 response team met with Joe Bohn. Bohn informed team that **two Naval Audit Service personnel would visit Louisville on 17 Jan to conduct an audit of our BRAC 95 Scenario Data Call submissions**. The auditors were expected to be at Louisville for 3 weeks. The team began work on the official folders to ensure that all data was easily accessible for the auditors.
14 Jan	1300		Louisville (CAPT. Cummings) contacted N. Wood in the BRAC conference room to advise the team that NAS auditors would be in on 17 Jan to conduct an audit. CAPT. Cummings added that the auditors **"had knowledge of potential problems in the BRAC 95 submittal process and that we should expect a more intense audit of our data"**. N. Wood advised CAPT. Cummings that we were aware of the audit and were organizing our data files and backup data to prepare for the audit. CAPT. Cummings also requested that the team prepare a SITREP at the end of each day to advise him of any problems that the auditors uncovered. He wanted to ensure that his "boss" was advised of any problems as they were discovered.
17 Jan	1300		BRAC 95 response team expected NAS auditors at 1300 for in brief. At 1315, Louisville (Code CEL) contacted Dave Coleman at NAS and found that he and his associate were still in the office and were not coming. Mr. Coleman told Code CEL (Adkins) that their trip had been cancelled the afternoon of 13 Jan and had not been rescheduled.

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20 Jan	0815		Louisville (Grattan) told Louisville (Bohn) that Charlie Nemfakos had stopped the original 2 auditors from NAS and was replacing them with 2 different personnel. The explanation we were given was that Dave Coleman and his associate were **"too close to the process since they had audited the Crane site in Nov/Dec 94"**. Louisville (Grattan) also said to expect the 2 new auditors on 30 Jan. Louisville (Bohn) informed the BRAC 95 response team members of this conversation.
	0900		Jerry Cherry called Louisville (Bohn) and identified himself as being with the NAVSEA IG and stated that 2 NAS auditors (Daniel Cejka and Gerald Colaneri) would arrive in Louisville on 30 Jan to audit our BRAC 95 data submittals. Mr. Cherry also stated that the NAS **auditors would visit the Crane site and NSWC HQ after their visit to Louisville**.
23 Jan	0900		Crane (Matthews) contacted Louisville (Bohn) and told him that he would have to go to NSWC HQ on 25 Jan **to assist NSWC HQ in preparing a "set" of final Louisville Scenario submittals**. (NSWC HQ has apparently become concerned that their "official" folders are either **not complete** or that **erroneous data** may have been previously submitted.) Matthews also stated that CAPT. Cummings and CAPT. Carney would be required to visit NSWC HQ on 27 Jan **to recertify the Louisville Data Call submissions**. (This exercise appears suspicious, occurring **4 weeks after the official Data Call submissions were concluded and provided to BSAT/BSEC**.)
	1000 1400 1440		NSWC HQ (Pate) contacted Louisville (Bohn) on (3) occasions requesting original packages and originals of (3) revisions to Scenario Data Calls 012A/013A. Pate also requested original revisions to Scenario Data Call 092 and original submittal and some original revisions to Scenario Data Call 028. Pate requested that Bohn bring these packages to NSWC HQ on 25 Jan. Pate also told Bohn that CAPT. Cummings and CAPT. Carney would visit NSWC HQ on 27 Jan to **recertify Louisville's last submittal**. (Response team is unsure whether "Louisville's last submittal" will become the 27 Jan version **or** the previous "last submittals" which were provided by Louisville in Dec 94.
	1540		CAPT. Cummings contacted Joe Bohn and requested that he get an "original package" of all data calls printed up for him to certify and for Bohn to take with him to NSWC HQ on 25 Jan in lieu of the Captain's planned visit to NSWC HQ on 27 Jan.

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	1545		Louisville (Bohn) contacted NSWC HQ (Pate) and advised him of CAPT. Cummings request. Pate said that this would **not be acceptable** and that CAPT. Cummings **must** visit NSWC HQ to certify the packages. Pate also told Bohn that the "original package" that Bohn would assist in preparing on 25 Jan would be the package certified by CAPT. Cummings on 27 Jan.
	1605		Bohn contacted CAPT. Cummings and advised him of NSWC HQ's (Pate) response. CAPT. Cummings stated that **he had concerns about this process** and said he would talk to CAPT. Carney first.
	1800		NSWC HQ (Pate) contacted Louisville (Bohn) and requested that Bohn bring an original submission and several original revisions to Scenario Data Calls 012/013 on 25 Jan. Pate also said he talked to CAPT. Carney and that the packages prepared on 25 Jan will be **"as they were submitted to Crane and this will be what CAPT. Cummings will certify on 27 Jan"**. He also stated that CAPT. Carney will certify all **Higher Echelon Changes** with **"full justification of the changes"** on 27 Jan. **(The BRAC 95 response team had never received justifications for any of the Higher Echelon Changes.)**
25 Jan	1600		The following is Louisville (Bohn) notes from his visit to NSWC HQ on 25 Jan: 0940 - Arrived at NSWC HQ. NSWC HQ (Pate) explained details of what he wanted done before Bohn left: "The fax copies are in the system (taken to BSAT). Tasks are: Assemble all originals; copy the originals; integrate revisions. Original goes thru the Chain of Command. Copies go to CNO 033 and NAVSEA 09X. Bohn only worked on Scenario Data Call 012/013. Bohn gathered all originals that he had and any originals in Pate's possession. Bohn copied all originals (2 copies) Pate kept 1 set of the copied original revisions and scenario packages. Bohn took out all original certification sheets of CAPT. Cummings; **Crane (Matthews) said that the only certification sheets that the NSWC HQ will have on file will be those final certification sheets signed on 27 Jan**. Bohn took each of the original packages, laid them out on the table and integrated them using the configuration control sheets prepared by the BRAC 95 response team. All remaining sheets were then compiled and kept by Bohn and returned to Louisville. The items missing from Scenario

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			012/013 package were: Encl (3)-A, pages 3-2a, 3-2b and 3-9. Two exceptions were noted from Louisville's master configuration control listing. Encl (3)-B certification of CAPT. Carney was dated 11/17/94 - did not have certification for 12/01/94. Encl (3)-C of PHD certification was also dated 11/17/94. 1230 - Bohn called Tom Abner at Louisville and "told him what a mess he was in with trying to integrate the originals of what was considered the **'012 package'**". Bohn then laid out on the table the last remaining set of copied originals and integrated them into a package called **'013 package'** (identical to '012 package'). Crane (Bob Matthews) integrated the 012A/013A package while Bohn was at NSWC HQ. Matthews simply made a copy of it and used the copy for 013A (maybe ?). Still remaining when Bohn left: Response team was to fax certification sheets from Encl (3)-B and Encl (3)-C to Pate. Matthews was going to do integration of Higher Echelon Changes packages, Scenario 092 package and Scenario 028 package. Bohn felt comfortable when he left NSWC HQ. He called CAPT. Cummings and told him that he was comfortable with Scenario 012/013 package. When Bohn left NSWC HQ, his general feeling was that Pate was scared to death to have to touch the packages that Bohn had integrated. Pate did comment that he knew people were accusing others of cheating/lying in the process (may not be his exact words) and he did not want to get caught up in that mess.
26 Jan	1230		Louisville (CAPT. Cummings) requested a briefing from the BRAC 95 Response Team to "make him aware of the events throughout the Scenario Data Call process and advise him of any problems". The team provided him with a chronology of Data Call submissions and BSAT questions and responses and Scenario Cost Change Profile charts showing costs decreases over time for each Scenario. The team also provide CAPT. Cummings with a master configuration control listing showing the revisions of the pages in Louisville's final submittals. The team also discussed some general problems that we had experienced throughout the process.

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	1445		Louisville (CAPT Cummings) told Louisville (Bohn) that he had just gotten off the phone with Crane (Dave Reece) and had discussed the 1230 briefing. Reece recommended that we include the problem of "Norfolk not accepting all the personnel to accompany the depot workload billets being transferred to Norfolk".
27 Jan	0930		The Louisville BRAC 95 Response Team decided to add all chronology events possible to document problems and provide this summary to the auditors.
	1030		Louisville (CAPT Cummings) visited NSWC HQ and **recertified the (4) NSWC, Louisville Scenario Data Call submissions**. NSWC HQ did not have time during the visit to make copies of the recertified submittals and promised to mail them to NSWC, Louisville at a later date.
31 Jan	0800		(2) Naval Audit Service representatives (Daniel Cejka and Gerald Colaneri) arrived at NSWC, Louisville to review the Scenario Data Call submittals and processes. The team remained at Louisville through 3 Feb 95.
1 Feb	1000		Crane (Matthews) contacted Louisville (Bohn) and stated that BSAT/NAVSEASYSCOM (Logan) wanted NSWC, Louisville to revise all (4) Scenario Data Call submittals to include the UIC's for Tenants being transferred/eliminated. Matthews requested that the submittals be at NSWC HQ by 6 Feb 95.
3 Feb	1000		Louisville (CAPT Cummings) received copies of the (4) Scenario Data Calls from NSWC HQ **which reflect the new final recertification**. CAPT. Cummings gave these packages to the BRAC 95 Response Team for review. **The recertified packages contain the Higher Echelon Changes, with NO JUSTIFICATIONS OR INDICATIONS THAT THESE ARE CRANE PAGES.** This is not consistent with what the BRAC 95 Response Team was told at 1800 on 23 Jan 95 by NSWC HQ (Pate). CAPT. Cummings was unaware that the **Higher Echelon Changes** were in the packages he certified on 27 Jan.
	1630	12 D-13.1 thru D-13.19	**5th Submittal**. Faxed certified resubmittal of Tenant UIC additions (3 pages) to Crane (Matthews) and NSWC HQ (Pate). **Louisville (Abner) contacted NSWC HQ to advise Pate that originals would be express mailed 3 Feb 95. NSWC HQ (secretary) advised Abner that Pate's "detail" at NSWC HQ had been terminated. Matthews advised Abner that the package should be addressed to Bill Cocimano.** Abner express mailed the package to Cocimano at 1730 3 Feb 95.

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6 Feb	1000	[redacted]	Copy of the 27 Jan 95 certified package received from NSWC HQ with **Higher Echelon Changes**. Louisville's **5th submittal** not included.
7 Feb	0815		Louisville (Bohn) received phone call from Crane (Matthews) regarding corrections required to Table(s) 2-A of all (4) Scenarios. The corrections were to modify the first UIC and the associated name to reflect Louisville as the losing host Activity.
	1030	[redacted]	**6th Submittal**. Faxed corrected Table 2-A pages (2-14, 2-25, 2-33 and 2-39) of resubmittal to NSWC HQ. Pages reflect a 02/03/95 revision date.
	1600		During telephone conversation with NSWC HQ (Pate/Mattews), Louisville (Bohn) was asked by Matthews why the total number of civilians had been changed from 517 to 518 on Table 2-A for Gaining Base Crane. (This was a correction that had been made on 3 Feb 95). Bohn became frustrated with this process and questioned Matthews as to why Louisville is having to make changes like this when we have been told that all decisions have been made. Pate responsed that ADM Sterner of NAVSEA would not sign off on the final integrated Scenario packages until all errors were corrected and that he has orders to get them corrected. Louisville was tasked to change all pages which reflected the incorrect personnel numbers.
8 Feb	0900	[redacted]	**7th Submittal**. Faxed corrected certified pages (2-26, 2-27, 2-28, 2-43, 2-44 and 2-46) of resubmittal to NSWC HQ.
	1130		Louisville (Bohn) received phone call from Crane (Matthews) indicating that, because of the recent changes, Louisville (CAPT Cummings) needed to sign and forward to NSWC HQ a certification sheet for each Scenario package.

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DATE	TIME	FOLDER	DESCRIPTION
15 Nov	1821	A E-2	Original Data Call and Base Loading Tables for Scenario 012/013 received by Fax from Crane.
		B E 3	Working papers for preparation of Scenario Data Calls 012 and 013 response.
16 Nov		C E-4	Faxed facility requirements to all gaining bases, Dahlgren, Crane, PHD and Norfolk
	0900		No Gaining Activities were specifically identified in the Scenario Data Call tasking. All NSWC, Louisville work is "Ship/Sea Systems" and Scenario 012 states, "Realign this work to remaining Naval Shipyards". Higher Echelon Command directed the types of workload and the four Gaining Activities to be addressed in NSWC, Louisville's response. Began negotiations with PHD (ISE), Dahlgren (S&T), Crane (Non-Depot, Non-ISE) and Norfolk (Depot) on functions to be transferred to them (Norfolk was the only obstacle).
			Alternate to shipyard (012 & 013) suggested by Dave Reece - **"move" CIWS to Crane** (not submitted).
17 Nov			Negotiations with Norfolk ended in **nonconcurrence**, which is what their original package reflected. **Norfolk indicated the need for nothing - no equipment, facilities, personnel, etc.**
		E E-6	**Certification sheets** from team members **for first submittal** of Scenario Data Call response to 012/013.
18 Nov	0200	D E-5	**1st Submittal** of Scenario 012/013, Certified on 17 Nov 94, faxed. Certification sheets for Enclosure (3) from the four Gaining Activities are included.
		F E-7	**2nd Submittal**. Revision to Scenario 012/013 completed and faxed (affected disposition of personnel only).
23 Nov	0816	G E-8	Received Fax from Crane of **1st BSAT questions** (18 total) of 22 Nov 94 for Scenario 012/013 requesting resubmission of scenario data calls.
24 Nov	0100	H E-9(1)	Fax to Louisville team members, at Norfolk motel, to explain Louisville's estimate of "Other One-Time Unique Costs" for Norfolk as the Gaining Activity.
25 Nov	0700		Louisville's team (M. Bischoff) visits Norfolk. Two conference calls between Louisville & Norfolk occurred on this date.
26 Nov	0953	I E-10	**3rd Submittal.** Faxed revised 012/013 with **1st BSAT questions** of 22 Nov 94 incorporated. Resubmittal of entire package.
	1320	E-9 G	Response to **1st BSAT Questions** of 22 Nov 94 faxed to NSWC.

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	1320	J E-9 (2)	**4th Submittal.** Faxed revised Enclosures (3)-A, (3)-B, (3)-C and (3)-D and Gaining Base Certification sheets to NSWC (Pate). Revision to Enclosure (3) submittals were due to responses to **1st BSAT Questions** of 22 Nov 94 and included omissions from the previous Norfolk certified submittal of 25 Nov 94 of Encl (3)-A ($53,490K of CIWS costs for the "replicate" scenario which had been omitted).
27 Nov	1000		VTC between Louisville & Crane on CIWS & TRS costs and methodology for development for scenarios 012/013 & 028. Reece said that **TRS costs are defendable** ($81M, Norfolk; $62M, Crane).
	1030		Dave Reece sent Dave Shulte to help us with new scenario 012 (revision) to show "move" rather than "replicate" of CIWS work going to Norfolk. **Direction was given by Crane (during VTC) to go 1 1/2 years in Scenario 012/013 rather than the 1 year "move" which was changed by Crane direction on 25 Nov 94 to Crane, in Scenario 028.**
	2228	K E-10	Louisville faxed to Norfolk revised Enclosure (3)-A.
28 Nov	1230	L E-11	Received fax of **2nd BSAT questions** (5 total) of 28 Nov 94 for Scenario 012/013.
	2136	M E-12	**5th Submittal.** Revision of Scenario 012/013 in response to **NSWC HQ Direction** to "move" CIWS function to Norfolk over 1 1/2 years rather than "replicate". Attachment A was added to the certification sheet as a **non-concurrence** with Norfolk's Enclosure (3)-A. Louisville was **directed** to put the non-concurrence on a separate sheet of paper so it could be removed later.
30 Nov	0031	L E-11	**6th Submittal.** Faxed revisions to Scenario 012/013 resulting from **2nd BSAT questions** of 28 Nov 94.
	1003	N E-13	Received fax of **3rd BSAT questions** (15 total) dated 29 Nov 94 for Scenario 012/013.
	1634	N E-13	Received fax and certification from PHD clarifying question "n." of **3rd BSAT questions** of 29 Nov 94.
	1941	E-14 O	Received fax from Norfolk - Matrix of 469 depot people.
	2015	N E-13	Faxed DRAFT response to **3rd BSAT questions** of 29 Nov 94 to Crane and NSWC HQ (Pate). All questions except for "h." and "l." were considered complete.
1 Dec	0145	P E-15	Faxed the final, certified response to **3rd BSAT questions** of 29 Nov 94 to Crane and NSWC (Pate). We had revisions to questions "f.", "h.", "j.", "k.", "l." and "o.".
	0650	P E-15	Refaxed pages 7 and 10 to NSWC HQ, of 0145, 1 Dec 94 fax (responses to **3rd BSAT questions** of 29 Nov 94).

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	0800		Norfolk team arrives in Louisville to review our depot product line equipment and machines.
	1028	Q E-16	Received fax from Crane of **Higher Echelon changes**, with certification, revising Louisville's 29 Nov 94 submittal of BRAC data for Scenario 012/013. Crane (Matthews) faxed to Louisville (Bohn) memo and Scenario 012/013 with change pages regarding **executive summary** and **TRS cost rationale.** Certification sheet (unspecific as to info being changed) was faxed with the 1028 fax of 1 Dec 94.
		R E-19	**Higher Echelon changes** to Louisville's **5th Submittal** of 28 Nov 94 was mailed to Louisville by Crane (Matthews) per Louisville's (Crouch) request. Crane's (CAPT Carney) certification sheet, dated 29 Nov 94, states "Certification provided that revision dated 29 Nov 94 answers the questions submitted by the BSAT on 28 Nov 94". **No mention is made of Crane's change pages.** Louisville's (CAPT Cummings) certification sheet of 29 Nov 94 **only** certified the six pages of Scenario 012/013 which had changed due to incorporating the five **2nd BSAT questions** of 28 Nov 94. Crane had replaced other pages, 2-3 (no revision), 2-4 (no revision), 2-38c R(11-29-94), 2-38d R(11-29-94), 2-38e R(11-29-94) and 2-38f R(11-29-94). **Two pages show no revision, four pages show revisions, but not by whom. Louisville's (CAPT Cummings) certification sheet was for only six pages, not an entire resubmittal.**
			Developed matrix for Norfolk by skill mix.
	1242	S E-18	Received fax from Crane to Louisville. Regarding BSEC guidance to BSAT on **productivity loss calculations** and **contracting out work**.
	1754	T E-19	Fax received from Norfolk (Trueblood) to Louisville (Morgan) providing Norfolk certifications of Enclosure (3) to Scenarios 092, 012/013 and Norfolk TRS development cost methodology ($18 Mil).
	1808	T E-19	**7th Submittal.** Faxed entire resubmittal to Crane and NSWC (Pate) of Scenario 012/013 incorporating the responses to **3rd BSAT questions** of 29 Nov 94.
2 Dec	0824	T E-19	Faxed replacement page for page 3-6 of Enclosure (3)-A for the previous day's **7th Submittal.**
	1353	T E-19	Faxed certification sheets from Norfolk to Crane and NSWC HQ (Pate) for Enclosure (3)-A of our **7th submittal**.
			Norfolk team departs Louisville.

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		U E-22	**Higher Echelon changes** to Louisville **7th Submittal** of 1 Dec 94 was mailed to Louisville by Crane (Matthews) per Louisville's (Crouch) request. Crane's (CAPT Carney) certification sheet, dated 2 Dec 94, states "certification provided that revision dated 12/01/94 answers the questions submitted by the BSAT on 29 Nov 94". **No mention is made of Crane's change pages.** Eight Crane change pages were attached to the certification sheet, however, an entire re-submittal was included in the package. Louisville's (CAPT Cummings) certification sheet of 1 Dec 94 certified an entire re-submittal of enclosures (1), (2) and (3) due to the extensive changes associated with incorporating the **3rd BSAT questions** of 29 Nov 94. Crane had replaced pages 2-3 (no revision), 2-4 (no revision), 2-38c R(11-29-94), 2-38dR R(11-29-94), 2-38eR R(11-29-94), 2-38fR R(11-29-94); Norfolk's Enclosure (3)-A, pages 3-3R R(12/2/94) and 3-3aR R(12/2/94). **Two pages show no Revision, four pages show Revisions, but not by whom. Two additional pages were Revised/changed by Crane in Norfolk's Enclosure (3). These two change pages have not been certified by Norfolk (CAPT Klemm). Page 3-6, R(12/01/94) of Norfolk's Enclosure (3)-A has handwritten annotations in the chart on this page and it is presumed this page was part of Crane's official submission. Someone should check with the BSAT to determine the configuration of the official submittal.**
3 Dec	2021	V E-23	**8th Submittal.** Faxed certified revisions to Scenario 012/013 incorporating the responses to **3rd BSAT questions** "1.b." and "1.o." of 29 Nov 94 and to correct errors.
	2040		Louisville (Morgan) faxed to Norfolk a list of equipment annotated by Crane as required equipment (785 items) along with unique equipment.
4 Dec	0300		Louisville (Morgan) talked to Norfolk team which was being **directed** to accept only (not known until later) 253 pieces of our equipment and 469 personnel.
	0600		Louisville (Morgan) talked to Norfolk again and was told by Norfolk (Duff Porter) that they were being directed (by their boss) to accept a low number of pieces of equipment and to show no new MILCONS. This is contrary to what the Norfolk team had conveyed to Louisville (Morgan), after they toured Louisville.
	0810	W E-24	Louisville faxed to NSWC HQ (Pate), Norfolk's response to the questions on 469 personnel and how many machines they would need.
	0935	W E-24	Louisville faxed to Crane, Norfolk's response to the questions on 469 personnel and how many machines they would need.

Family Not True // Maybe Rivard Morgan

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	1600		Captain Cummings told N. Wood that Pat Bradshaw (NAVSEA HRO) was getting into the game and initial reading was that **all personnel associated with a function would have to transfer unless the gaining base already had people who were fully certified/qualified to do the work coming in**. NSWC, Louisville team told to show 469 people in Scenario 012/013 with a note stating that this number of personnel would be negotiated.
	2120	X E-23	**Attachment 1 to the 9th Submittal** was faxed to NSWC HQ (Pate) and Crane in advance (52 page final list). This **attachment** was also identified to be included in Scenario 092.
	2237	X E-23	**9th Submittal.** Certified revision was submitted to incorporate the results of discussions with Norfolk on 3 Dec 94 and 4 Dec 94 in regard to personnel, equipment and machinery. Revised tonnage calculations in response to reduced requirements identified by Norfolk on 4 Dec 94. This reduced Louisville's Mission Equipment Tonnage.
5 Dec	1015	Y E-24	Louisville faxed "the final list of equipment and machinery" (52 pages, our **9th Submittal**) to Norfolk (Porter).
6 Dec	0916	Z E-25	Received fax from NSWC HQ (Pate), **4th BSAT questions** (6 total) dated 5 Dec 94 for Scenario 012/013, due back 1400, 6 Dec 94.
	1125	AA E-26	**10th Submittal.** Certified revision was submitted to incorporate the response to **3rd BSAT question** "n." of 29 Nov 94 and to correct errors in the previous submission of Scenarios 012/013.
	1419	Z E-25	Faxed responses to **4th BSAT questions** of 5 Dec 94 for Scenario 012/013 to Crane and NSWC HQ (Pate). Response included Attachments from Norfolk substantiating Louisville's response.
	1700		Crane (Weaver) discovered that NAVSEA 07F (Booker) has an "approved computer model" for the development of manday rates to **determine cost differences between activities involved in scenarios**. (Issue: Rate difference between Louisville vs. Norfolk).
	1730		Contacted NSWC HQ (Pate) about NAVSEA 07F's "approved computer model" for rate development involving scenarios. He did not state any definite action on this issue. "C" team will follow up on this issue tomorrow.
7 Dec			Louisville ("C" team) had various phone conversations with NSWC HQ. Louisville (Crouch) talked to NSWC HQ (Roush) and Louisville (Captain Cummings) talked to Crane (Captain Carney, Weaver) regarding the shipyard computer model for computing rates. Their conclusion was that the rate issue is being worked between NSWC HQ, NAVSEA 07F, NAVSEA 01P and the BSAT.

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	1622	BB E-29	**11th Submittal.** Certified revision was submitted to incorporate the responses of **4th BSAT Questions** of 0916, 6 Dec 94 into the Scenario 012/013.
		DD E-29	Rationale for Louisville's stabilized rate differential calculations, as compared to Norfolk's stabilized rate was prepared. Folder includes NAVSEA 07F letter of 14 Oct 94 "FY95 Stabilized Manday Rates at Naval Shipyards", citing the rates **approved and published by NAVCOMPT.**
8 Dec	1759	CC E-28	Received fax from Crane, **5th BSAT questions** of 8 Dec 94 for Scenario 012/013. The Attachment to the BSAT question (list of Special Support Functions) did not match the 012/013 scenario and was found to be from Scenario 092.
9 Dec	0037	CC E-28	Louisville faxed responses to **5th BSAT questions** of 8 Dec 94 for Scenario 012/013 to NSWC HQ (Pate) and Crane. Certification sheets were not included, but we stated they would be sent later that morning.
	0730	CC E-28	Louisville faxed certification sheet for responses to **5th BSAT questions** of 8 Dec 94 for Scenario 012/013 to NSWC HQ (Pate) and Crane.
	1407	EE E-30	Received fax from Crane for **6th BSAT Questions** (6 total) of 9 Dec 94.
	1441		Received fax from Crane for **7th BSAT Question** regarding Workload Phase-In Plan.
	1530	FF E-31	Fax from Louisville (Crouch) to Crane (Reece) for question "Explain why equipment is being triplicated".
	1740	FF E-31	Fax from Louisville (Crouch) to Crane (Reece) for question "Define equipment and function allocation among NSWC, Crane; NSWC, PHD; and NSY Norfolk".
	1750	FF E-31	Fax from Louisville (Crouch) to Crane (Reece) for question 1(e) of BSAT questions concerning BRAC 91 directed realignment of ISE functions to PHD that would be implemented by FY97.
	1809	FF E-31	Fax from Louisville to NSWC (Pate) and Crane responding to the "workload phase-in plan" **7th BSAT question** of 1441 on 9 Dec 94. Response questioned by NSWC HQ (Pate).
	1835	GG E-32	Received fax from DPRO (FMC) regarding FMC (United Defense) employees, to substantiate Louisville's reponse to **6th BSAT question** "1.d." of 9 Dec 94.
	1838	FF E-31	Faxed the "Programmed Workload Tables" from Data Calls #4 and #14 to NSWC HQ (Pate).
	2151	FF E-31	Per NSWC HQ (Pate) direction, Louisville faxed revised "workload phase-in plan" to match Data Call #4 and #14 Programmed Workload Tables.

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	2331	EE E-32	Faxed responses to **6th BSAT questions** of 1407, 9 Dec 94 to Crane and NSWC HQ (Pate).
10 Dec	0015	HH E-33	**12th Submittal.** Revision was submitted to incorporate the response to **7th BSAT Questions** of 1441, 9 Dec 94. This revision incorporated the "Workload Phase-in Plan" and adjusted the "Net Mission Cost". This revision was also faxed to revise scenario 092.
12 Dec			Norfolk team returned to Louisville to photograph industrial plant equipment/foundations and plating shop.
	1036	II E-34	**13th Submittal.** Revision was submitted to incorporate the **6th BSAT Questions** 1.a and 1.e of 1407, 9 Dec 94 and **8th BSAT Verbal Question** of 11 Dec 94.
	1340	II E-34	Faxed 2 revised pages (2-35 and 2-36b dated 12/12/94) for **13th Submittal**. These 2 revised pages have the same date and reflect "Force Structure Changes" as directed by NSWC HQ (Pate).
	1504	JJ E-35	Fax to Crane, NSWC HQ (Pate) and BSAT (CDR Biddick) explanation of "tenants disposition" for Louisville.
	1545	II E-34	Faxed a page (2-35b to replace 2-36b) correction to Louisville's **13th Submittal** to NSWC HQ (Pate) and Crane.
	1800		Conference call with BSAT (CDR Biddick) about any further questions. He questioned: (1) Cost for plating processes to be reestablished (2) Cost for special tooling (3) Breakdown of G&A Louisville was to call him back with input on (1), (3) had already been responded to earlier in the day, and we explained (2) and he seemed to accept our explanation (giving Louisville no further action). Louisville (Crouch) led discussions, elaborating on the specific list of Special Support Functions ($78M) in comparison to the certified list for $50M in Louisville's **3rd Submittal** of 26 Nov 94.
	1831	II E-34	Faxed revision to page 2-33b of Louisville's **13th Submittal** to NSWC HQ (Pate) and Crane. (Corrected the Civilian Tenant Billets on the "Billets Eliminated" Chart.
13 Dec	0840		Louisville contacted BSAT (CDR Biddick), discussed plating issue with him; he was not convinced as to any final cost that we were assigning to the plating processes that would be transferred to Norfolk. He asked Louisville to double check availability of plating in the local Norfolk area. Louisville later confirmed concerns of plating availability in Norfolk area.
	1100		Received (request for comments) from BSAT regarding "NAVSEA 07F (Booker's) rate calculations". Team started preparing a response.

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	1122	KK E-38	Received fax from NSWC HQ (Pate) of **9th BSAT Questions** (3 total) addressed to NAVSEA 07 of 13 Dec 94. NSWC HQ (Pate) requested that Louisville comment on question "(a)". Question (a) refers to Norfolk workload, MILCON Requirements, and flow of workload for scenarios 012 and 013.
			Per discussion between Louisville (Crouch) and NSWC HQ (Pate) this date, the NAVSEA 07F shipyard rate issue was not resolved. Pate thought NSWC HQ (Wright) may have agreed to the computer model. As discussion continued between Louisville (Crouch) and Crane (Weaver), the rate issue is still not resolved. What is apparent is that the Shipyards have reduced their rates by some computer model generated in 07F using as their basis increased workload, **yet their workload in their base loading tables is decreasing to a greater degree than the amount of Louisville work they will receive in the Scenarios - this should result in an increase in their rate, by at least inflation,** vice a reduction over 5 years. Their rates appear to be 1/2 of the rates as published by the NAVSEA official letter of 14 October 94.
	1504	KK E-38	Received fax from NSWC HQ (Pate) for **10th BSAT Questions** (2 total) of 13 Dec 94.
	1654	KK E-38	Louisville faxed responses to **10th BSAT Questions** of 1504, 13 Dec 94 to NSWC HQ (Pate) and Crane.
	1755	KK E-38	Per NSWC HQ (Pate) direction, response to **10th BSAT Question** 1.(a). of 1504, 13 Dec 94 was revised and refaxed to NSWC HQ (Pate).
15 Dec	0817	LL E-39	Fax received from NSWC HQ (Pate) of **11th BSAT Questions** (2 total) of 1950, 14 Dec 94, wanting to move plating capability to IRP Minneapolis. Louisville (Johnson) contacted DPRO, IRP (GOCO) Minneapolis, MN (CDR Stephenson) and was told that they could not give us any more information as directed by NAVSEA 07I3. Louisville could not respond to the **11th BSAT Questions** without this information. NSWC HQ (Pate) also faxed Louisville **12th BSAT Question** of 1226, 15 Dec 94 to NAVSEA 07I for our information.
	1000		Louisville (CAPT Cummings) spoke with NAVSEA (Logan) on plating issues. CAPT Cummings requested Louisville (Morgan) contact NAVSEA 071 (Huffman) about what it would cost to locate the plating operations that are needed at FMC in Minneapolis, MN.

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	1236		Louisville (Morgan, Johnson, McFarland) address question received from BSAT regarding "how much it costs to add specific capabilities at the IRP to support required depot workload in outyears".
	1500		Talked to NSWC HQ (Roush) about BSAT process. He said it reminded him of a person taking a test with the answers in the back of the book. He had the answer but didn't know the question. BSAT has the answer but can't find the right question to ask.
	1715		Called NSWC HQ (Pate). Asked him if he was familiar with question about plating capability at IRP we had received from BSAT. Pate said "no he had not seen it. The process had broken down. BSAT was calling people directly and not following the established process." **(Certified data up through the chain of command. Source and accuracy audit trail for data lost).**
	2028	LL E-37	Faxed certified response to **12th BSAT Question** of 1226, 15 Dec 94 to BSAT (CAPT Moeller) and NSWC HQ (Pate).
			Discovered this date that NAVSEA 07 (Riswyk) is getting a copy of all scenario questions coming from BSAT. NSWC, Louisville has not been privy to all of the info coming out of BSAT. NSWC, Louisville has received only questions directly applicable to NSWC, Louisville. NAVSEA 07 is dealing directly with us, not even going thru NSWC HQ. Key Meeting was made exclusive
	2038	LL E-39	Received fax from Crane (Matthews) with enclosed fax from Norfolk who responded to **BSAT questions** of 14 Dec 94, concerning "variation no gain of work from NSWC, Crane". This response **reduced the MILCON requirements and square footage** for Norfolk to accept Louisville's product lines.
16 Dec			Norfolk team departed Louisville.
	1557	MM E-~~48~~38	Received fax of **9th BSAT questions** and comments on SEA 072 questions from NSWC HQ (Pate). The fax was based on SEA 072's response to BSAT questions of 13 Dec 94.
	1946	MM E-~~48~~38	Faxed response to NSWC HQ (Pate) concerning SEA 072 response to **9th BSAT questions** of 13 Dec 94.
19 Dec	0821	NN E-39	Received fax of questions (3 total) from Crane comparing personnel transferred in Scenario 012/013 with personnel to be transferred in Scenario 012A/013A. The fax addressed decreased personnel to Norfolk and increased personnel to Crane.
	1428	NN E-39	Faxed to Crane (Matthews) from Louisville (Bohn) responses to Crane's (Reese) questions of 0821, 19 Dec 94.

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22 Dec	0636	OO E-40	Received fax from Crane (T. Auxier) of pen and ink changes to Louisville's Scenario 012/013 submittal of 12 Dec 94. Crane had annotated 11 pages **based on a BSAT and NAVSEA meeting of 21 Dec 94 to transfer 20 additional people to Norfolk.**
	1017	QQ E-42	**14th Submittal.** Certified submittal to incorporate the response to **13th BSAT Verbal Question** received 2200, 21 Dec 94 into Scenarios 012/013. This submittal added 20 additional people to be transferred to Norfolk and was certified by Norfolk (Enclosure (3)) on 22 Dec 94. This folder also contains a Norfolk certification to reduce the facility requirements for the CIWS product line (this was done after Crane reduced their CIWS facilities requirements in Scenarios 012A/013A).
	1053	PP E-43	Received fax from Crane (Matthews) providing **Higher Echelon changes** for Scenarios 012/013. The Crane change was to replace page 2-35b with a page marked "INTENTIONALLY LEFT BLANK". The fax also stated that Louisville's submittal of 22 Dec 94 was certified and the attached page was added.
	1530	OO E-40	Received fax from Norfolk certifying the addition of 20 people to Norfolk's Enclosure (3) and associated certification sheets for Scenarios 012/013.
23 Dec	1400		Crane (Auxier) called and talked to Louisville (Bohn and Wood) about two documents that she needed. (1) Auxier wanted Louisville to revise the Scenario 012/013 "Workload Phase In Plan" of 9 Dec 94 to show the CIWS workload going to Crane and the remaining workload going to Norfolk, (Scenario 012a/013a). (2) Auxier referred to the faxed **"higher echelon certification page"** of 22 Dec 94 where NSWC, Louisville's page 2-35b was replaced with a blank page by NSWC, Crane (see folder "PP"). Auxier wanted the G&A page reworked and Bohn and Wood said they would call her back on 27 Dec 94.
27 Dec	0845		Conference call among Crane (Auxier) and Louisville (Smith, Wood, Corum, Curtis). Purpose of the call was to discuss the "Workload Phase In Plan" and the G&A page in Scenario 012/013. Decision was made to prepare the "Workload Phase In Plan" first then address the G&A problem.
	0941	RR E-43	Received fax from Crane (CAPT Carney) with his calculations and distribution of G&A personnel for Louisville. He believed that G&A personnel should be "transferred" or "eliminated", and not be a part of the Force Structure changes.

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	1000		Developed responses to questions raised on 23 Dec 94. Two subjects: to develop a "Workload Phase In Plan" for Scenario 012A/013A to include the workload going to Crane (CIWS Depot Workload) based on **verbal BSAT question** of 22 Dec 94 as relayed by Crane on 23 Dec 94; next Louisville developed a "G&A Phase-Out Plan" for Scenario 012/013.
	1223	RR E-43	Faxed to Crane (Auxier) the "Workload Phase In Plan" for Scenarios 012/013 and 012A/013A.
	1610	RR E 43	Faxed to Crane (Auxier) the "G&A phase-out plan" for Scenarios 012/013 and 012A/013A.
28 Dec	1000		Conference call among Crane (Auxier) and Louisville (Bohn and Wood) where Auxier said that BSAT **had not** been entering "Net Mission Costs" (rate differentials) in the calculations.
29 Dec	1009	SS E-44	Crane (Auxier) faxed to Louisville (Bohn) the **Higher Echelon "change"** pages (Scenario 012A/013A: 2-47R, 2-71R, 2-72R, and 2-77R; Scenario 012/013: 2-42R, 2-43R, 2-43aR, and 2-48R) that Crane certified and submitted (replaced) in data calls 012/013 and 012A/013A, **without any knowledge by, or input from, Louisville**. These changes reduced "Net Mission Costs" to zero and removed the calculations for "Net Mission Costs".

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	1020		Crane (Auxier) had a conference call with Louisville (Bohn, Bentley.) Auxier informed us of the meeting that took place on Wednesday, 28 Dec 94 between NSWC HQ and NAVSEA representatives. The attendees were: **Riswyk (07?), RADM Sargent (NSWC HQ), Booker (NAVSEA 07F), Coburn (NAVSEA 07?), Pate (NSWC HQ), Mulcahey (NAVSEA 015), Freeman (NAVSEA 91W), Cocimano (NSWC HQ).** Louisville was advised that four issues were discussed at the meeting. First, **12 month vs. 18 month start up time for the CIWS Depot Overhaul Facility at Crane** and Norfolk, respectively. Apparently, Norfolk wanted the same start up time of 12 months figured into their calculations or that Crane adopt the 18 month start up time that was in the Norfolk scenario (012/013) to "level the playing field". **It is our understanding that Crane (CAPT Carney) was contacted and refused to change Crane's CIWS start up time.** Second, **TRS (Industrial Process Documentation) costs were discussed**. Norfolk apparently felt that costs were too high for the 012A/013A scenario compared to the Crane costs. It is our understanding that CAPT Carney was contacted and that he would not change his position on the Crane site estimates for these costs. Third, **wage rate issues were discussed as follows**: - The official **NAVSEA 07F letter of 14 Oct 94** referenced and disseminated all shipyard manday rates as officially approved/published by NAVCOMPT. We were told after the 28 Dec 94 meeting that **this letter had been discredited**. We were also told that NAVSEA 07F (Booker) considered the rate adjustment to be accurate based on a **Mutually Exclusive scenario** (with Norfolk only receiving the workload from Louisville), yet the same rate adjustment was used in previous scenarios **which included Louisville workload and workload from other Activities.** Also, Norfolk should show a net reduction in workload - the Louisville workload to be moved to Norfolk along with the reduction in Norfolk's work (as shown in the Norfolk base loading table), results in a net reduction of workload vice a large increase. This would result in an increase in Norfolk's rates from current published rates. Additionally, NAVSEA 07F (Booker) is using baseline rates for FY95 and FY96 (prior to workload shifts) which are significantly lower than the current official published rates from NAVCOMPT and NAVSEA 07F.

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			This would result in significant increased cost to move work to Norfolk. **This was done without any input from Louisville.** Fourth, the **G&A billet elimination was discussed.** The rationale for elimination of NSWC, Louisville G&A billets had been prepared and forwarded to CAPT Carney on 27 Dec 94. Louisville was told that the BSAT still didn't like Louisville's logic, so Crane revised Louisville's scenario submission, **without any additional input from Louisville**, to change our submitted pages to "blank pages". NSWC, crane faxed us a revised copy of page 2-47R, deleting our G&A Billet Elimination page, and replaced it with a page marked "In this revision, this page intentionally left blank". **It is not evident from the revised page whether this is a Louisville submittal, or a higher echelon change.**
	1315		Louisville (Crouch) spoke with NSWC HQ (Pate) about the meeting and the notes listed above.
13 Jan 95	1000		Louisville BRAC 95 response team met with Joe Bohn. Bohn informed team that **two Naval Audit Service personnel would visit Louisville on 17 Jan to conduct an audit of our BRAC 95 Scenario Data Call submissions**. The auditors were expected to be at Louisville for 3 weeks. The team began work on the official folders to ensure that all data was easily accessible for the auditors.
14 Jan	1300		Louisville (CAPT. Cummings) contacted N. Wood in the BRAC conference room to advise the team that NAS auditors would be in on 17 Jan to conduct an audit. CAPT. Cummings added that the auditors **"had knowledge of potential problems in the BRAC 95 submittal process and that we should expect a more intense audit of our data"**. N. Wood advised CAPT. Cummings that we were aware of the audit and were organizing our data files and backup data to prepare for the audit. CAPT. Cummings also requested that the team prepare a SITREP at the end of each day to advise him of any problems that the auditors uncovered. He wanted to ensure that his "boss" was advised of any problems as they were discovered.
17 Jan	1300		BRAC 95 response team expected NAS auditors at 1300 for in brief. At 1315, Louisville (Code CEL) contacted Dave Coleman at NAS and found that he and his associate were still in the office and were not coming. Mr. Coleman told Code CEL (Adkins) that their trip had been cancelled the afternoon of 13 Jan and had not been rescheduled.

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20 Jan	0815		Louisville (Grattan) told Louisville (Bohn) that Charlie Nemfakos had stopped the original 2 auditors from NAS and was replacing them with 2 different personnel. The explanation we were given was that Dave Coleman and his associate were **"too close to the process since they had audited the Crane site in Nov/Dec 94"**. Louisville (Grattan) also said to expect the 2 new auditors on 30 Jan. Louisville (Bohn) informed the BRAC 95 response team members of this conversation.
	0900		Jerry Cherry called Louisville (Bohn) and identified himself as being with the NAVSEA IG and stated that 2 NAS auditors (Daniel Cejka and Gerald Colaneri) would arrive in Louisville on 30 Jan to audit our BRAC 95 data submittals. Mr. Cherry also stated that the NAS **auditors would visit the Crane site and NSWC HQ after their visit to Louisville**.
23 Jan	0900		Crane (Matthews) contacted Louisville (Bohn) and told him that he would have to go to NSWC HQ on 25 Jan **to assist NSWC HQ in preparing a "set" of final Louisville Scenario submittals**. (NSWC HQ has apparently become concerned that their "official" folders are either **not complete** or that **erroneous data** may have been previously submitted.) Matthews also stated that CAPT. Cummings and CAPT. Carney would be required to visit NSWC HQ on 27 Jan **to recertify the Louisville Data Call submissions**. (This exercise appears suspicious, occurring **4 weeks after the official Data Call submissions were concluded and provided to BSAT/BSEC.**)
	1000 1400 1440		NSWC HQ (Pate) contacted Louisville (Bohn) on (3) occasions requesting original packages and originals of (3) revisions to Scenario Data Calls 012A/013A. Pate also requested original revisions to Scenario Data Call 092 and original submittal and some original revisions to Scenario Data Call 028. Pate requested that Bohn bring these packages to NSWC HQ on 25 Jan. Pate also told Bohn that CAPT. Cummings and CAPT. Carney would visit NSWC HQ on 27 Jan to **recertify Louisville's last submittal**. (Response team is unsure whether "Louisville's last submittal" will become the 27 Jan version **or** the previous "last submittals" which were provided by Louisville in Dec 94.
	1540		CAPT. Cummings contacted Joe Bohn and requested that he get an "original package" of all data calls printed up for him to certify and for Bohn to take with him to NSWC HQ on 25 Jan in lieu of the Captain's planned visit to NSWC HQ on 27 Jan.

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	1545		Louisville (Bohn) contacted NSWC HQ (Pate) and advised him of CAPT. Cummings request. Pate said that this would **not be acceptable** and that CAPT. Cummings **must** visit NSWC HQ to certify the packages. Pate also told Bohn that the "original package" that Bohn would assist in preparing on 25 Jan would be the package certified by CAPT. Cummings on 27 Jan.
	1605		Bohn contacted CAPT. Cummings and advised him of NSWC HQ's (Pate) response. CAPT. Cummings stated that **he had concerns about this process** and said he would talk to CAPT. Carney first.
	1800		NSWC HQ (Pate) contacted Louisville (Bohn) and requested that Bohn bring an original submission and several original revisions to Scenario Data Calls 012/013 on 25 Jan. Pate also said he talked to CAPT. Carney and that the packages prepared on 25 Jan will be **"as they were submitted to Crane and this will be what CAPT. Cummings will certify on 27 Jan"**. He also stated that CAPT. Carney will certify all **Higher Echelon Changes with "full justification of the changes"** on 27 Jan. **(The BRAC 95 response team had never received justifications for any of the Higher Echelon Changes.)**
25 Jan	1600		The following is Louisville (Bohn) notes from his visit to NSWC HQ on 25 Jan: 0940 - Arrived at NSWC HQ. NSWC HQ (Pate) explained details of what he wanted done before Bohn left: "The fax copies are in the system (taken to BSAT). Tasks are: Assemble all originals; copy the originals; integrate revisions. Original goes thru the Chain of Command. Copies go to CNO 033 and NAVSEA 09X. Bohn only worked on Scenario Data Call 012/013. Bohn gathered all originals that he had and any originals in Pate's possession. Bohn copied all originals (2 copies) Pate kept 1 set of the copied original revisions and scenario packages. Bohn took out all original certification sheets of CAPT. Cummings; **Crane (Matthews) said that the only certification sheets that the NSWC HQ will have on file will be those final certification sheets signed on 27 Jan**. Bohn took each of the original packages, laid them out on the table and integrated them using the configuration control sheets prepared by the BRAC 95 response team. All remaining sheets were then compiled and kept by Bohn and returned to Louisville. The items missing from Scenario

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			012/013 package were: Encl (3)-A, pages 3-2a, 3-2b and 3-9. Two exceptions were noted from Louisville's master configuration control listing. Encl (3)-B certification of CAPT. Carney was dated 11/17/94 - did not have certification for 12/01/94. Encl (3)-C of PHD certification was also dated 11/17/94. 1230 - Bohn called Tom Abner at Louisville and "told him what a mess he was in with trying to integrate the originals of what was considered the **'012 package'**". Bohn then laid out on the table the last remaining set of copied originals and integrated them into a package called **'013 package'** (identical to '012 package'). Crane (Bob Matthews) integrated the 012A/013A package while Bohn was at NSWC HQ. Matthews simply made a copy of it and used the copy for 013A (maybe ?). Still remaining when Bohn left: Response team was to fax certification sheets from Encl (3)-B and Encl (3)-C to Pate. Matthews was going to do integration of Higher Echelon Changes packages, Scenario 092 package and Scenario 028 package. Bohn felt comfortable when he left NSWC HQ. He called CAPT. Cummings and told him that he was comfortable with Scenario 012/013 package. When Bohn left NSWC HQ, his general feeling was that Pate was scared to death to have to touch the packages that Bohn had integrated. Pate did comment that he knew people were accusing others of cheating/lying in the process (may not be his exact words) and he did not want to get caught up in that mess.
26 Jan	1230		Louisville (CAPT. Cummings) requested a briefing from the BRAC 95 Response Team to "make him aware of the events throughout the Scenario Data Call process and advise him of any problems". The team provided him with a chronology of Data Call submissions and BSAT questions and responses and Scenario Cost Change Profile charts showing costs decreases over time for each Scenario. The team also provide CAPT. Cummings with a master configuration control listing showing the revisions of the pages in Louisville's final submittals. The team also discussed some general problems that we had experienced throughout the process.
	1445		Louisville (CAPT Cummings) told Louisville (Bohn) that he had just gotten off the phone with Crane (Dave Reece) and had discussed the 1230 briefing. Reece recommended that we include the problem of "Norfolk not accepting all the personnel to accompany the depot workload billets being transferred to Norfolk".

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27 Jan	0930		The Louisville BRAC 95 Response Team decided to add all chronology events possible to document problems and provide this summary to the auditors.
	1030		Louisville (CAPT Cummings) visited NSWC HQ and **recertified the (4) NSWC, Louisville Scenario Data Call submissions.** NSWC HQ did not have time during the visit to make copies of the recertified submittals and promised to mail them to NSWC, Louisville at a later date.
31 Jan	0800		(2) Naval Audit Service representatives (Daniel Cejka and Gerald Colaneri) arrived at NSWC, Louisville to review the Scenario Data Call submittals and processes. The team remained at Louisville through 3 Feb 95.
1 Feb	1000		Crane (Matthews) contacted Louisville (Bohn) and stated that BSAT/NAVSEASYSCOM (Logan) wanted NSWC, Louisville to revise all (4) Scenario Data Call submittals to include the UIC's for Tenants being transferred/eliminated. Matthews requested that the submittals be at NSWC HQ by 6 Feb 95.
3 Feb	1000		Louisville (CAPT Cummings) received copies of the (4) Scenario Data Calls from NSWC HQ **which reflect the new final recertification.** CAPT. Cummings gave these packages to the BRAC 95 Response Team for review. **The recertified packages contain the Higher Echelon Changes, with NO JUSTIFICATIONS OR INDICATIONS THAT THESE ARE CRANE PAGES.** This is not consistent with what the BRAC 95 Response Team was told at 1800 on 23 Jan 95 by NSWC HQ (Pate). CAPT. Cummings was unaware that the **Higher Echelon Changes** were in the packages he certified on 27 Jan.
	1630	TT	**15th Submittal.** Faxed certified resubmittal of Tenant UIC additions (3 pages) to Crane (Matthews) and NSWC HQ (Pate). **Louisville (Abner) contacted NSWC HQ to advise Pate that originals would be express mailed 3 Feb 95. NSWC HQ (secretary) advised Abner that Pate's "detail" at NSWC HQ had been terminated. Matthews advised Abner that the package should be addressed to Bill Cocimano.** Abner express mailed the package to Cocimano at 1730 3 Feb 95.
6 Feb	1000	UU	Copy of the 27 Jan 95 certified package of Scenario 012 received from NSWC HQ with **Higher Echelon Changes.** Louisville's **15th submittal** not included.
		VV	Copy of the 27 Jan 95 certified package of Scenario 013 received from NSWC HQ with **Higher Echelon Changes.** Louisville's **15th submittal** not included.

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7 Feb	0815		Louisville (Bohn) received phone call from Crane (Matthews) regarding corrections required to Table(s) 2-A of all (4) Scenarios. The corrections were to modify the first UIC and the associated name to reflect Louisville as the losing host Activity.
	1030	WW	**16th Submittal**. Faxed corrected Table 2-A pages (2-12, 2-21, 2-26 and 2-30) of resubmittal to NSWC HQ. Pages reflect a 02/03/95 revision date.
	1445		NSWC HQ (Pate) called Louisville (Bohn) and asked if Louisville had ever changed and Encl (3) of a Gaining Activity. Bohn replied that Louisville had not. Then, Bohn stated that the only time Louisville may have changed any Encl (3) was when we were directed to incorporate the answers to BSAT questions; however, Louisville did get certification sheets from the Gaining Activity on those answers. Pate referenced a submittal dated 7 Dec 94 which incorporated responses to BSAT questions of 29 Nov 94.
	1600		Louisville (Bohn) called NSWC HQ (Pate, Matthews) and stated that there was a submittal of 6 Dec 94 which incorporated BSAT question "n" of 29 Nov 94 into Encl (3)-C for PHD and that Louisville had a certification sheet for the response. Pate still questioned if Louisville had changed Encl (3)-A for Norfolk. Bohn responsed that we had no record indicating any change to Encl (3)-A relative to BSAT questions of 29 Nov 94.
8 Feb	1130		Louisville (Bohn) received phone call from Crane (Matthews) indicating that, because of the recent changes, Louisville (CAPT Cummings) needed to sign and forward to NSWC HQ a certification sheet for each Scenario package.

95-0044
ASSIST TO NAVSEA IG
D. CEJKA
3 MAR 95

Purpose: Document specific citations from DoD Joint Ethics Regulations DoD 5500.7-R of 30 Aug 93
Source: NAVAUDSVC Library NASSIF Building 20 Feb 95
Scope: Standards of Conduct of Federal employees
Criteria: DoD 5500.7-R of 30 Aug 93.
Discussion:

During the course of the assist, we identified potential conflicts of interest were perceived by NSWC, Louisville pertaining to the scenarios closing Louisville. These included perceptions that NSWC, Crane, as parent command, were intentionally reducing closing figures from Louisville's submission to make NSWC, Crane look more enticing to remain open and take some of Louisville's work. Also, the perception of NSWC, Louisville employees related to Mr. Marvin Pate, NSWC, Crane employee detailed to NSWC, Headquarters as BRAC-95 coordinator. According to NSWC, Louisville personnel, Mr. Pate was the NSWC, Crane BRAC-93 coordinator, and was active in helping put together NSWC, Louisville closure costs during that BRAC. In fact, NSWC, Louisville personnel stated that Mr. Pate was very active in putting the TRS/IPD costs contained in that BRAC-93 process of $81 million.

Conclusion: DoD 5500-7-R pg. 20-3 states (see highlighted on A-46.3, A-46.4, A-46.6) "Employees shall endeavor to avoid any actions creating the appearance that they are violating the law or the ethical standards set forth in this part. Whether particular circumstances crate an appearance that the law or these standards have been violated shall be determined from the perspective of a reasonable person with knowledge of the relevant fact"

With this statement in mind, and after extensive interviews with NSWC, Louisville personnel, it is our opinion that the first criteria of DoD 5500.7-R has been met, and the appearance of a conflict of interest at NSWC, Crane, and the NSWC BRAC-95 Coordinator is apparent. While we did not investigate the possibility of an "ACTUAL" conflict of interest, The "APPEARANCE" of a conflict of interest by reasonable persons (NSWC, Louisville personnel) with knowledge of the relevant facts (same personnel) is met.

THE SECRETARY OF DEFENSE

WASHINGTON, THE DISTRICT OF COLUMBIA

DOD JER
DOD 5500.7-R
30 Aug 93

August 30, 1993

FOREWORD

This Regulation is issued under the authority of DoD Directive 5500.7, "Standards of Conduct," August 30, 1993. It provides a single source of standards of ethical conduct and ethics guidance, including direction in the areas of financial and employment disclosure systems, enforcement, and training.

DoD Directive 5500.7, "Standards of Conduct," May 6, 1987; DoD Directive 5500.2, "Policies Governing Participation of Department of Defense Components and Personnel in Activities of Private Associations," August 4, 1972; and DoD Directive 5120.47, "DoD Ethics Council," September 5, 1989, have been cancelled. However, subsection A.3.b. of Enclosure 3 of DoD Directive 5500.7 of May 6, 1987 (32 C.F.R. 40.1) and corresponding implementing regulation sections will remain in effect. All DoD Component regulations implementing these cancelled DoD Directives, and all provisions of other DoD Component regulations, directives, instructions, or other policy documents that are not consistent with this Regulation, will be cancelled. DD Form 1357, "Statement of Employment-Regular Retired Officers," March 1987, and DD Form 1555, "Confidential Statement of Affiliations and Financial Interests," March 1987, have also been cancelled. The supersessions of this paragraph take effect immediately and will be announced by each DoD Component.

This Regulation applies to the Office of the Secretary of Defense; the Military Departments; the Chairman of the Joint Chiefs of Staff and the Joint Staff; the Unified and Specified Commands; the Office of the Inspector General of the Department of Defense; the Uniformed Services University of the Health Sciences; the Defense Agencies; the DoD Field Activities; the Combined Commands and Agencies; and the Special Activities, including non-appropriated fund instrumentalities (hereafter referred to collectively as the "DoD Components"). Its provisions are applicable to all DoD employees, regardless of civilian or military grade. The Chapters entitled "Financial and Employment Disclosure," "Post-Government Service Employment," and "Seeking Other Employment" also apply as specified to certain former employees of DoD Components in accordance with specified statutes. The criminal statutes referenced in this Regulation, 18 U.S.C. 203, 205, 207, 208, 209, and 218, do not apply to enlisted members; however, provisions similar to those of 18 U.S.C. 208 and 209 apply administratively to enlisted members as noted in appropriate subsections of this Regulation.

This Regulation requires the collection and maintenance of information protected by the Privacy Act of 1974 (5 U.S.C. 552a). The authorities to collect and maintain the records prescribed in this Regulation are 10 U.S.C. 2397; 10 U.S.C. 2397b; 5 U.S.C. 5532; Reorganization Plans, reprinted in 5 U.S.C.A. app.; Executive Order

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12731; and Executive Order 9397. Each form required by this Regulation includes a Privacy Act statement in the body of the document or in a separate attachment to the form.

References cited within each Chapter are listed at the end of that Chapter in the order they appear.

This Regulation is effective immediately and is mandatory for use by all DoD Components. The Heads of DoD Components may issue supplementary instructions only with the approval of the General Counsel of the Department of Defense, when necessary, to provide for unique requirements.

Send recommended changes to the Regulation to:

Standards of Conduct Office
Office of General Counsel
1600 Defense Pentagon
Washington, D.C. 20301-1600

The DoD Components may obtain copies of this Regulation through their own publications channels. Other Federal agencies and the public may obtain copies from the U.S. Department of Commerce, National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia 22161.

SUBPART A: GENERAL PROVISIONS

Sec. 2635.101 Basic obligation of public service

(a) Public service is a public trust. Each employee has a responsibility to the United States Government and its citizens to place loyalty to the Constitution, laws and ethical principles above private gain. To ensure that every citizen can have complete confidence in the integrity of the Federal Government, each employee shall respect and adhere to the principles of ethical conduct set forth in this section, as well as the implementing standards contained in this part and in supplemental agency regulations.

(b) General principles. The following general principles apply to every employee and may form the basis for the standards contained in this part. Where a situation is not covered by the standards set forth in this part, employees shall apply the principles set forth in this section in determining whether their conduct is proper.

(1) Public service is a public trust, requiring employees to place loyalty to the Constitution, the laws and ethical principles above private gain.

(2) Employees shall not hold financial interests that conflict with the conscientious performance of duty.

(3) Employees shall not engage in financial transactions using nonpublic Government information or allow the improper use of such information to further any private interest.

(4) An employee shall not, except as permitted by subpart B of this part, solicit or accept any gift or other item of monetary value from any person or entity seeking official action from, doing business with, or conducting activities regulated by the employee's agency, or whose interests may be substantially affected by the performance or nonperformance of the employee's duties.

(5) Employees shall put forth honest effort in the performance of their duties.

(6) Employees shall not knowingly make unauthorized commitments or promises of any kind purporting to bind the Government.

(7) Employees shall not use public office for private gain.

(8) Employees shall act impartially and not give preferential treatment to any private organization or individual.

(9) Employees shall protect and conserve Federal property and shall not use it for other than authorized activities.

(10) Employees shall not engage in outside employment or activities, including seeking or negotiating for employment, that conflict with official Government duties and responsibilities.

(11) Employees shall disclose waste, fraud, abuse, and corruption to appropriate authorities.

(12) Employees shall satisfy in good faith their obligations as citizens, including all just financial obligations, especially those -- such as Federal, State, or local taxes -- that are imposed by law.

(13) Employees shall adhere to all laws and regulations that provide equal opportunity for all Americans regardless of race, color, religion, sex, national origin, age, or handicap.

(14) Employees shall endeavor to avoid any actions creating the appearance that they are violating the law or the ethical standards set forth in this part. Whether particular circumstances create an appearance that the law or these standards have been violated shall be determined from the perspective of a reasonable person with knowledge of the relevant facts.

(c) Related statutes. In addition to the standards of ethical conduct set forth in this part, there are conflict of interest statutes that prohibit certain conduct. Criminal conflict of interest statutes of general applicability to all employees, 18 U.S.C. 201, 203, 205, 208, and 209, are summarized in the appropriate subparts of this part and must be taken into consideration in determining whether conduct is proper. Citations to other generally applicable statutes relating to employee conduct are set forth in subpart I and employees are further cautioned that there may be additional statutory and regulatory restrictions applicable to them generally or as employees of their specific agencies. Because an employee is considered to be on notice of the requirements of any statute, an employee should not rely upon any description or synopsis of a statutory restriction, but should refer to the statute itself and obtain the advice of an agency ethics official as needed.

Executive Order 12674, April 12, 1989, as modified, and may prescribe the full range of statutory and regulatory sanctions, including those available under the Uniform Code of Military Justice, for failure to comply with such regulations.

Sec. 2635.104 Applicability to employees on detail

(a) Details to other agencies. Except as provided in paragraph (d) of this section, an employee on detail, including a uniformed officer on assignment, from his employing agency to another agency for a period in excess of 30 calendar days shall be subject to any supplemental agency regulations of the agency to which he is detailed rather than to any supplemental agency regulations of his employing agency.

(b) Details to the legislative or judicial branch. An employee on detail, including a uniformed officer on assignment, from his employing agency to the legislative or judicial branch for a period in excess of 30 calendar days shall be subject to the ethical standards of the branch or entity to which detailed. For the duration of any such detail or assignment, the employee shall not be subject to the provisions of this part, except this section, or, except as provided in paragraph (d) of this section, to any supplemental agency regulations of his employing agency, but shall remain subject to the conflict of interest prohibitions in title 18 of the United States Code.

(c) Details to non-Federal entities. Except to the extent exempted in writing pursuant to this paragraph, an employee detailed to a non-Federal entity remains subject to this part and to any supplemental agency regulation of his employing agency. When an employee is detailed pursuant to statutory authority to an international organization or to a State or local government for a period in excess of six months, the designated agency ethics official may grant a written exemption from subpart B of this part based on his determination that the entity has adopted written ethical standards covering solicitation and acceptance of gifts which will apply to the employee during the detail and which will be appropriate given the purpose of the detail.

(d) Applicability of special agency statutes. Notwithstanding paragraphs (a) and (b) of this section, an employee who is subject to an agency statute which restricts his activities or financial holdings specifically because of his status as an employee of that agency shall continue to be subject to any provisions in the supplemental agency regulations of his employing agency that implement that statute.

Sec. 2635.105 Supplemental agency regulations

In addition to the regulations set forth in this part, an employee shall comply with any supplemental agency regulations issued by his employing agency under this section.

(a) An agency that wishes to supplement this part shall prepare and submit to the Office of Government Ethics, for its concurrence and joint issuance, any agency regulations that supplement the regulations contained in this part. Supplemental agency regulations which the agency determines are necessary and appropriate, in view of its programs and operations, to fulfill the purposes of this part shall be:

(1) In the form of a supplement to the regulations in this part; and

(2) In addition to the substantive provisions of this part.

(b) After concurrence and co-signature by the Office of Government Ethics, the agency shall submit its supplemental agency regulations to the Federal Register for publication and codification at the expense of the agency in title 5 of the Code of Federal Regulations. Supplemental agency regulations issued under this section are effective only after concurrence and co-signature by the Office of Government Ethics and publication in the Federal Register.

(c) This section applies to any supplemental agency regulations or amendments thereof issued under this part. It does not apply to:

(1) A handbook or other issuance intended merely as an explanation of the standards contained in this part or in supplemental agency regulations;

(2) An instruction or other issuance the purpose of which is to:

(i) Delegate to an agency designee authority to make any determination, give any approval or take any other action required or permitted by this part or by supplemental agency regulations; or

(ii) Establish internal agency procedures for documenting or processing any determination, approval or other action required or permitted by this part or by supplemental agency regulations, or for retaining any such documentation; or

(3) Regulations or instructions that an agency has authority, independent of this part, to issue, such as regulations implementing an agency's gift acceptance statute, protecting categories of nonpublic information or establishing standards for use of Government vehicles. Where the content of any such regulations or instructions

(1) On a special, infrequent occasion as described in paragraph (b) of this section; or

(2) On an occasional basis, for items such as food and refreshments to be shared in the office among several employees.

An employee may accept such gifts to which a subordinate or other employee receiving less pay than himself has contributed.

Example 1: To mark the occasion of his retirement, members of the immediate staff of the Under Secretary of the Army would like to give him a party and provide him with a gift certificate. They may distribute an announcement of the party and include a nominal amount for a retirement gift in the fee for the party.

Example 2: The General Counsel of the National Endowment for the Arts may not collect contributions for a Christmas gift for the Chairman. Christmas occurs annually and is not an occasion of personal significance.

Example 3: Subordinates may not take up a collection for a gift to an official superior on the occasion of the superior's swearing in or promotion to a higher grade position within the supervisory chain of that organization. These are not events that mark the termination of the subordinate-official superior relationship, nor are they events of personal significance within the meaning of Sec. 2635.304(b). However, subordinates may take up a collection and employees may contribute $3 each to buy refreshments to be consumed by everyone in the immediate office to mark either such occasion.

Example 4: Subordinates may each contribute a nominal amount to a fund to give a gift to an official superior upon the occasion of that superior's transfer or promotion to a position outside the organization.

Example 5: An Assistant Secretary at the Department of the Interior is getting married. His secretary has decided that a microwave oven would be a nice gift from his staff and has informed each of the Assistant Secretary's subordinates that they should contribute $5 for the gift. Her method of collection is improper. Although she may recommend a $5 contribution, the recommendation must be coupled with a statement that the employee whose contribution is solicited is free to contribute less or nothing at all.

SUBPART D: CONFLICTING FINANCIAL INTERESTS

Sec. 2635.401 Overview

This subpart contains two provisions relating to financial interests. One is a disqualification requirement and the other is a prohibition on acquiring or continuing to hold specific financial interests. An employee may acquire or hold any financial interest not prohibited by Sec. 2635.403. Notwithstanding that his acquisition or holding of a particular interest is proper, an employee is prohibited in accordance with Sec. 2635.402 of this subpart from participating in an official capacity in any particular matter in which, to his knowledge, he or any person whose interests are imputed to him has a financial interest, if the particular matter will have a direct and predictable effect on that interest.

Sec. 2635.402 Disqualifying financial interests

(a) Statutory prohibition. An employee is prohibited by criminal statute, 18 U.S.C. 208(a), from participating personally and substantially in an official capacity in any particular matter in which, to his knowledge, he or any person whose interests are imputed to him under this statute has a financial interest, if the particular matter will have a direct and predictable effect on that interest.

Note: Standards applicable when seeking non-Federal employment are contained in subpart F of this part and, if followed, will ensure that an employee does not violate 18 U.S.C. 208(a) or this section when he is negotiating for or has an arrangement concerning future employment. In all other cases where the employee's participation would violate 18 U.S.C. 208(a), an employee shall disqualify himself from participation in the matter in accordance with paragraph (c) of this section or obtain a waiver, as described in paragraph (d) of this section.

(b) Definitions. For purposes of this section, the following definitions shall apply:

(1) Direct and predictable effect.

(i) A particular matter will have a direct effect on a financial interest if there is a close causal link between any decision or action to be taken in the matter and any expected effect of the matter on the financial interest. An effect may be direct even though it does not occur immediately. A particular matter will not have a direct effect on a financial interest, however, if the chain of causation is attenuated or is contingent upon the occurrence of events that are speculative or that are independent of, and unrelated to, the matter. A particular matter that has an effect on a financial interest only as a consequence of its effects on the general economy does not have a direct effect within the meaning of this subpart.

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office in a manner that could reasonably be construed to imply that his agency or the Government sanctions or endorses his personal activities or those of another. When teaching, speaking, or writing in a personal capacity, he may refer to his official title or position only as permitted by Sec. 2635.807(b). He may sign a letter of recommendation using his official title only in response to a request for an employment recommendation or character reference based upon personal knowledge of the ability or character of an individual with whom he has dealt in the course of Federal employment or whom he is recommending for Federal employment.

Example 1: An employee of the Department of the Treasury who is asked to provide a letter of recommendation for a former subordinate on his staff may provide the recommendation using official stationery and may sign the letter using his official title. If, however, the request is for the recommendation of a personal friend with whom he has not dealt in the Government, the employee should not use official stationery or sign the letter of recommendation using his official title, unless the recommendation is for Federal employment. In writing the letter of recommendation for his personal friend, it may be appropriate for the employee to refer to his official position in the body of the letter.

(c) Endorsements. An employee shall not use or permit the use of his Government position or title or any authority associated with his public office to endorse any product, service or enterprise except:

(1) In furtherance of statutory authority to promote products, services or enterprises; or

(2) As a result of documentation of compliance with agency requirements or standards or as the result of recognition for achievement given under an agency program of recognition for accomplishment in support of the agency's mission.

Example 1: A Commissioner of the Consumer Product Safety Commission may not appear in a television commercial in which she endorses an electrical appliance produced by her former employer, stating that it has been found by the CPSC to be safe for residential use.

Example 2: A Foreign Commercial Service officer from the Department of Commerce is asked by a United States telecommunications company to meet with representatives of the Government of Spain, which is in the process of procuring telecommunications services and equipment. The company is bidding against five European companies and the statutory mission of the Department of Commerce includes assisting the export activities of U.S. companies. As part of his official duties, the Foreign Commercial Service officer may meet with Spanish officials and explain the advantages of procurement from the United States company.

Example 3: The Administrator of the Environmental Protection Agency may sign a letter to an oil company indicating that its refining operations are in compliance with Federal air quality standards even though he knows that the company has routinely displayed letters of this type in television commercials portraying it as a "trustee of the environment for future generations."

Example 4: An Assistant Attorney General may not use his official title or refer to his Government position in a book jacket endorsement of a novel about organized crime written by an author whose work he admires. Nor may he do so in a book review published in a newspaper.

(d) Performance of official duties affecting a private interest. To ensure that the performance of his official duties does not give rise to an appearance of use of public office for private gain or of giving preferential treatment, an employee whose duties would affect the financial interests of a friend, relative or person with whom he is affiliated in a nongovernmental capacity shall comply with any applicable requirements of Sec. 2635.502.

(e) Use of terms of address and ranks. Nothing in this section prohibits an employee who is ordinarily addressed using a general term of address, such as "The Honorable," or a rank, such as a military or ambassadorial rank, from using that term of address or rank in connection with a personal activity.

Sec. 2635.703 Use of nonpublic information

(a) Prohibition. An employee shall not engage in a financial transaction using nonpublic information, nor allow the improper use of nonpublic information to further his own private interest or that of another, whether through advice or recommendation, or by knowing unauthorized disclosure.

(b) Definition of nonpublic information. For purposes of this section, nonpublic information is information that the employee gains by reason of Federal employment and that he knows or reasonably should know has not been made available to the general public. It includes information that he knows or reasonably should know:

(1) Is routinely exempt from disclosure under 5 U.S.C. 552 or otherwise protected from disclosure by statute, Executive order or regulation;

(2) Is designated as confidential by an agency; or

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Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
17 February 1995

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MEETING WITH ADM. DAVE SARGENT, COMMANDING OFFICER, NAVAL SURFACE WARFARE CENTER, NAVSEASYSCOM, WASHINGTON, DC

SOURCE: Meeting between Adm. Dave Sargent, Command Officer, Naval Surface Warfare Center (NSWC), Headquarters, NAVSEASYSCOM; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at Crystal City Bldg CP#5, on 15 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for Naval Ordnance Center, Louisville, KY; Enclosure (3) submissions for the Norfolk Naval Shipyard; and NSWC Crane, IN. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY through their chain of command being NSWC Crane, IN. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 15 February 1995.

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MEETING WITH ADM. DAVE SARGENT, COMMANDING OFFICER, NAVAL SURFACE WARFARE CENTER, NAVSEASYSCOM, WASHINGTON, DC

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. He also explained the allegations of figures being chained without justification by higher echelon commands and that higher authorities either pressured activities or specifically directed changes be made to scenarios initially submitted by NSWC, Louisville, KY.

Mr. Cejka then informed Adm. Sargent that the biggest concerns that we had involving the Norfolk submissions was with the TRS/IPD cost estimate of $18 million, the reduction in square footage requirements to match Crane submissions, and the Wage Rate issue (being dropped because of Mr. Booker's computer model indicating Norfolk wage rates will reduce).

Per Adm. Sargent:

o The reason SSAT had direct contact with Louisville is because of the 48 hours they had to get the information together.

o The final packages (Submissions for Louisville) are now at Adm. Sterner's desk. The requirement for revision pages being placed in the packages with higher echelon changes and re-certifications are a Navy wide policy (WE FOUND OUT DURING A SUBSEQUENT INTERVIEW WITH PAUL SNYDER THAT THE REVISION PAGES WERE ONLY A REQUIREMENT FOR LOUISVILLE AND CRANE). Adm. Sterner will be certifying the packages on 2/14/95 or 2/15/95.

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o The problems with the square footage issue stems from initial scenarios that Louisville said the work on CIWS had to be done contiguous (everything under one roof). Norfolk misinterpreted the requirement; however, Crane submitted their requirement (or interpreted the requirement) to have production and storage in the close proximity. We explained the Norfolk submissions (reduced square footage requirement and 12/22/94 revision increasing the space on pages 3-10R and 3-11R) and Adm. Sargent said he will look into the issue and see if the 12/22/94 revision was ever in the final submissions.

o His position was to "not to be for or against any site" in the submissions and allegations of a bidding war between Crane and Norfolk.

o His feeling is that the minimum figures submitted to move or close Louisville are a fairly good estimate.

o The specific questions and general questions by the BSAT regarding Louisville's initial submissions tried to follow the Chain of Command; however, later on the specific issues or questions that we addressed were directed to the site (Louisville, Crane, or Norfolk).

o There was a BIG PUSH FROM BSAT AND THE NAVY, to minimize the costs because THE NAVY WANTS TO REDUCE INFRASTRUCTURE.

o In his opinion the Gaining Activities costs estimates were low and the Losing activity estimates were high. Adm. Sargent's staff tried to look at the submissions under that content, and evaluate the costs estimates.

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o We asked about a comment that we heard that he (Adm. Sargent) said during a BRAC brief in Panama City that, "BSAT had preconceived outcomes and that's why questions were as such". Adm Sargent explained that he believed he said, " people who put the scenarios together based the questions on what they felt they could accomplish. When the answers didn't meet their expectations (BSAT), then they wanted to know why their expectations were not right. Otherwise, why would you get so many rounds at the questions? " - If you got the answers you wanted the first time there would not have been a need for all the BSAT questions.

o The BSAT was trying to drive down the costs. Their mission was to develop a Return of Investment Model and get rid of excess capacity and do this in a smart way.

o The BSAT pressures were to make sure the numbers were scrubbed by knowledgeable people who could minimize costs.

o BSAT was asking questions to convince BSAT to ensure the numbers were submitted were minimized and the relocation of workloads were as efficient as possible.

o The big dollar numbers (TRS/IPD costs) got the first attention by NAVSEA and BSAT. - Capt. Moeller was a big communication link. He may have been the cause of the reduction in Norfolk square footage reduction.

o We questioned the wage rate issue and the fact that the rates or costs between Norfolk and Louisville were dropped. He was aware of the issue concerning miscalculations of hours per year and stabilized rates, and the NAVCOMP rates not being used; however, he didn't have an opinion as to whether these rates should have been used or not. He was not concerned with this issue. This was a BSAT decision.

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o Adm. Sargent felt that the $81 million TRS/IPD cost estimate was reasonable for a Green Field Activity. He did not believe that documents could not be transferred and if a waiver was needed by Norfolk or Crane it could be obtained. It was BSAT and NAVSEA (Sargent, Carney, and Cummings) call. He did have a discussion with Paul Snyder on this issue and was aware of discussions between Louisville and Norfolk. However, he felt $18 million was a reasonable estimate as to what was needed to transfer TRS/IPD.

o Adm. Sargent, Capt Carney (Crane CO), and Capt Cummings (Louisville CO) resolved all issues prior to Louisville's submissions. The submissions reflects that the costs to close Louisville and relocate the work are reasonable.

o BSAT wanted only one number with NO EXCEPTIONS.

o Louisville's estimates were to build everything from scratch. Crane overrode those costs and that was their right being a higher echelon command.

o We questioned the TRS/IPD costs and questioned could they really be accomplished (especially in Norfolk) since the people projected to move won't actually make the move; thus, increasing the cost to develop the documentation. Adm. Sargent said the BSAT can't say people won't move. - Certain assumptions have to be made.

o Regarding the move of CIWS in 18 months or 12 months - Adm Sargent said if they can't do it everything is out the window. Regarding the TRS/IPD costs -- He said do you realize how many people would be involved in spending $81 million. That is unrealistic and that was the feeling of NAVSEA and BSAT: that's why they questioned the documentation cost and decided an alternative approach was needed.

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o The package for TRS being $81 million was alright for a GREENFIELD ACTIVITY, but that's not what were dealing with in the Scenarios. The $18 million was just an alternative approach.

o We asked about the additional work being done by Louisville -- Adm. Sargent said he realized the additional work, but that's just part of the risk. BSAT said we won't do the work anymore. This may be a serious problem, however, that is just how it is.

CONCLUSION:

ADM SARGENT STANDS BEHIND ALL COSTS ASSOCIATED WITH SUBMISSIONS BY LOUISVILLE AND HIGHER ECHELON CHANGES MADE. HE WILL CHECK INTO THE SQUARE FOOTAGE ESTIMATES AND REVISIONS BY NORFOLK. HE BELIEVES TRS ESTIMATES OF $18 MILLION ARE REALISTIC. HE REALIZES THAT OTHER ISSUES (CURRENT WORKLOAD BY LOUISVILLE AND FUTURE WORKLOAD) MAY NOT HAVE BEEN ADDRESSED. HOWEVER, INFRASTRUCTURE HAS TO BE REDUCED AND THAT'S WHAT THE SCENARIOS ADDRESSED.

IT IS OUR OPINION THAT ADM SARGENT REALIZES LOUISVILLE HAS A GOOD OPERATION AND THAT IT WILL TAKE A LOT OF TIME TO REACH THE LEVEL OF PRODUCTIVITY AT CRANE OR NORFOLK. HOWEVER, THAT'S HOW IT IS. BRAC IS NEEDED, THEREFORE SOMEONE HAS TO GO. ALSO, WE CAN CONCLUDE THAT IN OUR OPINION, BSAT AND NAVSEA HAD A LOT TO DO WITH COST SUBMISSIONS. THERE WAS DIRECTION TO MINIMIZE COSTS AND DON'T WORRY ABOUT THE RISK. CLOSING NSWC LOUISVILLE MAY NOT BE A GOOD DECISION.

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
17 February 1995

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MEETING WITH VADM. STERNER, COMMANDER, NAVSEASYSCOM, WASHINGTON, DC

SOURCE: Meeting between VADM. Sterner, Commander,(Code 07), NAVSEASYSCOM; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-9963; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at Crystal City Bldg CP#3, on 16 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for Naval Ordnance Center, Louisville, KY; Enclosure (3) submissions for the Norfolk Naval Shipyard; and NSWC Crane, IN. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY through their chain of command being NSWC Crane, IN. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 16 February 1995.

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka explained that we had found some administrative problems, however, our effort was mainly focused on cost changes and higher echelon changes related to TRS/IPD costs, square footage issues, and wage rates. He also explained the allegations of figures being chained without justification by higher echelon commands and that higher authorities either pressured activities or specifically directed changes be made to scenarios initially submitted by NSWC, Louisville, KY.

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NAVSEASYSCOM, WASHINGTON, DC

Per VADM. Sterner:

o He blessed the process and was in favor of Navy Audit coming in to investigate the allegations. He suggested that the BRAC auditors do the investigation since they were aware of the process.

o Mr. Cejka explained that based on our investigation that it appeared Crane and Norfolk were competing for Louisville's work.

o Adm. Sterner was very aware of the TRS/IPD allegations and he felt that $18 million was too high of an estimate, but he let it go. He said he has been around enough and it is not going to take $18 million to transfer the TRS/IPDs from Louisville. We then explained the criteria we found from NAVSEA. - Adm. Sterner said that things have changed and technology isn't what it was in 1982; therefore, it's time to cancel the criteria. --- TRSs ARE TRANSPORTABLE. THEY DON'T NEED TO BE COMPLETELY REDONE.

o VADM. Sterner then said he was responsible for the BRAC 91 consolidation of Louisville with Crane. He also added that he was aware of what's going on in Louisville; and having them write their obituary was difficult. However, he believed that the costs estimates were not altered without merit. He sighted the example of the consolidation of Torpedo work from San Diego to Newport, RI (only 10% of people moved and the work was able to be transferred even though at the time, San Diego people didn't think the work could be moved).

o VADM. Sterner said that most of the assumptions in a BRAC (including BSAT assumptions) don't happen. However, he believes that the 70% on a dollar that the Navy gets for BRAC closures may be realistic because of other inflated assumptions.

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o VADM. STERNER SAID THAT THE MONEY ESTIMATED TO CLOSE LOUISVILLE WOULD NOT EVEN BEGIN TO CLOSE THE ACTIVITY. A BIG ISSUE IGNORED BY BSAT WAS ENVIRONMENTAL CLEANUP. MR. CEJKA EXPLAINED THAT WE KNEW 91 BRAC ESTIMATES TO CLEAN UP LOUISVILLE WERE IN EXCESS OF $200 MILLION. VADM. STERNER SAID HE WAS AWARE OF THAT ISSUE AND DIDN'T KNOW WHY THAT COSTS WAS EXCLUDED FROM THE SCENARIO. HE AGREED THAT CURRENT SCENARIO'S COSTS ESTIMATES TO CLOSE LOUISVILLE DID NOT ADDRESS ALL COST; HOWEVER, THAT PROBLEM IS NAVY AND POSSIBLY DOD WIDE.

CONCLUSION:

VADM. STERNER DID NOT AGREE WITH ALLEGATIONS FROM THE HOT LINE COMPLAINT. HE DID PLAY A MAJOR ROLE IN QUESTIONING THE ORIGINAL SUBMISSIONS FROM LOUISVILLE; HOWEVER, HE BELIEVES THE SUBMISSIONS WERE TOO HIGH. HE DID AGREE THAT FACTORS SUCH AS OTHER WORKLOAD IN LOUISVILLE AND ENVIRONMENTAL CLEANUP MAY NOT HAVE BEEN ADDRESSED IN THE LOUISVILLE SCENARIOS. VADM. STERNER SAID THAT THE ONLY BEAUTY IN LOUISVILLE WAS THEIR PLATING FACILITY (ONLY JEWEL).

HE WAS UPSET AT LOUISVILLE'S ORIGINAL SUBMISSIONS IN THAT THEY HAD ASSOCIATED A COSTS TO MOVE EVERY PERSONAL COMPUTER AND EVERY WRENCH. HE ADMITTED TO LINING OUT ALL OF THOSE COSTS FROM THEIR ORIGINAL SUBMISSION.

VADM. STERNER BELIEVES THE WORK CAN BE DONE BY THE SHIPYARDS. THEY HAVE THE CAPACITY AND KNOWLEDGE. HOWEVER, HE EMPHASIZED THE ENVIRONMENTAL COSTS IN CLOSING LOUISVILLE; AND SAID "ALL THE MONEY BRAC WILL PAY TO CLOSE LOUISVILLE WON'T CLEAN IT UP".

"THE BOOKS FOR LOUISVILLE AREN'T COOKED. LOUISVILLE'S SCENARIOS ARE A FAIR ESTIMATE. AS FAR AS PERSONNEL MOVING; YOU CAN ONLY COUNT ON 28% TO 30% THAT WILL ACTUALLY MOVE FOR BRAC 95 SCENARIOS. THE BRAC 95 IS THE BEST BRAC PROCESS SO FAR. THE SQUARE FOOTAGE IS NOT A BIG ISSUE; NORFOLK HAS PLENTLY OF EXCESS CAPACITY."

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
17 February 1995

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MEETING WITH MR. PAUL SNYDER, EXECUTIVE DIRECTOR, NAVSEASYSCOM, WASHINGTON, DC

SOURCE: Meeting between Mr. Paul Snyder, Executive Director (Code 07), NAVSEASYSCOM; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at Crystal City Bldg CP#3, on 16 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for Naval Ordnance Center, Louisville, KY; Enclosure (3) submissions for the Norfolk Naval Shipyard; and NSWC Crane, IN. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY through their chain of command being NSWC Crane, IN. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 16 February 1995.

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka explained that we had found some administrative problems, however, our effort was mainly focused on cost changes and higher echelon changes related to TRS/IPD costs. square footage issues, and wage rates. He also explained the allegations of figures being changed without justification by higher echelon commands and that higher authorities either pressured activities or specifically directed changes be made to scenarios initially submitted by NSWC, Louisville, KY.

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MEETING WITH MR. PAUL SNYDER, EXECUTIVE DIRECTOR, NAVSEASYSCOM, WASHINGTON, DC

Mr. Cejka then informed Mr. Snyder that the biggest concerns that we had involving the Norfolk submissions was with the TRS/IPD cost estimate of $18 million, the reduction in square footage requirements to match Crane submissions, and the Wage Rate issue (being dropped because of Mr. Booker's computer model indicating Norfolk wage rates will reduce..

Per Mr. Snyder:

o Mr. Snyder informed us that he was authorized to sign all scenarios in the absence of Adm. Sterner. He said he signed many of the initial submissions, however, the final submissions will be signed by Adm. Sterner (today or tomorrow).

o Mr. Snyder said he had nothing to do with the Wage Rate issues and was not involved in those decisions.

o He was involved in the square footage issues. He was aware of the initial misunderstanding that the CIWS work had to be done contiguous. He also was aware that Norfolk originally submitted estimates based on new construction MILCON. That was later resolved. We informed him that Crane changed their submission in the 12A/13A scenario of the CIWS going to Crane. We explained that Crane submitted a 100,000 Square Foot requirement, however, they actually had about 219,000 square feet of space. 119,000 square feet for storage was not reported because no renovation was necessary. -- We next informed him that in scenario 12/13 Norfolk reduced the square footage for CIWS admitting that they made the changes based on Crane ("If they can do it, we can"). -- MR. SNYDER WAS NOT AWARE OF ALL OF THESE CHANGES. HE THOUGH THE ISSUE HAD BEEN RESOLVED AND WAS GOING TO LOOK INTO THIS ISSUE.

MEETING WITH MR. PAUL SNYDER, EXECUTIVE DIRECTOR, NAVSEASYSCOM, WASHINGTON, DC

o We next discussed the TRS/IPD issues of lowering Louisville's estimates from $124 million to $81 million ($62 million for Crane) and finally to $18 million. Mr. Snyder said he was very involved in this cost. He looked and the $124 million estimate originally estimated by Louisville and questioned this cost. He could not believe the figure and said it looked high. He then made calls down the chain of command (NSWC, Crane, and Louisville). After talking to Louisville (Mike Corum) he realized the people working the BRAC submissions were very tired (up for 30 hours); so HE TOLD NSWC TO LOOK AT THE NUMBERS AND QUESTIONED WHY THE DOCUMENTATION COULD NOT BE MOVED INSTEAD OF COMPLETELY REDEVELOPING THE INFORMATION. -- MR. SNYDER ADMITTED IT WOULD BE DIFFICULT TO DETERMINE THE EXACT COSTS FOR TRS/IPD DEVELOPMENT.

o Mr. Cejka then advised Mr. Snyder of the 93 BRAC submissions for Louisville and the TRS cost were $81 million which was certified through the chain of command. Mr. Snyder was not aware of the 93 BRAC submissions. Further, Mr. Cejka emphasized that even if $81 million was a high figure; why did Crane submit $18 million and then within 24 hours Norfolk submitted a figure of $18 million using completely different methodologies. Mr. Cejka felt that people moving, equipment moving, and movement of Louisville's MRS should factor in (Norfolk was taking less people, equipment, and not taking Louisville's MRS system, but modifying their existing system). MR. SNYDER SAID THOSE ISSUES SHOULD HAVE BEEN CONSIDERED AND HE COULDN'T EXPLAIN WHY THE TRS/IPD ESTIMATES WERE SO IDENTICAL WITH DIFFERENT METHODOLOGIES. HE HAD NO ANSWER AND SAID MAYBE HE SHOULD HAVE REVIEWED LOUISVILLE'S METHODOLOGY AND DOCUMENTATION IN MORE DETAIL.

MEETING WITH MR. PAUL SNYDER, EXECUTIVE DIRECTOR, NAVSEASYSCOM, WASHINGTON, DC

o Mr. Snyder said he did play a role in requiring the Louisville submissions to identify the original submissions; lined out with certification by higher echelon changes; replaced with revisions and explanations signed by higher echelons. He said this WAS JUST A REQUIREMENT FOR LOUISVILLE SUBMISSIONS SINCE THERE WERE QUESTIONS ON THE SUBMISSIONS. NO OTHER ACTIVITIES WERE REQUIRED TO DO THIS. Further, he said this was his decision. He had the choice to: a) submit a clean final package where no one would know of the changes, or b) provide a copy of all original submissions with the changes. He consulted chief legal council and felt since there was so much controversy in the submissions; it would be best to show the "AUDIT TRAIL" of all changes made. He made this decision even though NSWC wanted to only submit the clean package.Riswyck said that all he wants to do is ensure Accuracy in his submissions. He briefed Adm. Sterner on this decision and Adm. Sterner agreed and was to sign out the packages yesterday.

o We then discussed the "other work issue" for Louisville such as the Rolling Airframe Missile work and the FMS work. Mr. Snyder said he was aware of this workload, but his guess was that it would go elsewhere or privatized when needed.

CONCLUSION:

MR. SNYDER WAS VERY CONCERNED WITH THE ISSUES WE RAISED INVOLVING THE ALLEGATIONS OF CHANGING THE COSTS RELATED TO TRS/IPD AND SQUARE FOOTAGE. MR. SNYDER DID QUESTION THE TRS/IPD COSTS, HOWEVER, HE ADMITTED THAT MAYBE HE SHOULD HAVE REVIEWED LOUISVILLE'S ESTIMATES AND DOCUMENTATION BETTER (AS WELL AS THE CRITERIA REQUIRING TRS/IPD).

MR. SNYDER WAS VERY AWARE OF THE BRAC DECISIONS (BSAT) TO MINIMIZE COST AND DON'T WORRY ABOUT THE RISK. HE APPEARED TO BE VERY CONCERNED THAT THE ALLEGATIONS MAY BE LEGITIMATE ONCE HE REVIEWED THE DOCUMENTATION WE PRESENTED HIM. BASED ON THIS DISCUSSION, IT WAS APPARENT THAT HIGHER AUTHORITIES IN THE CHAIN OF COMMAND PLAYED A MAJOR ROLE IN REDUCING COST ESTIMATES IN THE LOUISVILLE SCENARIOS.

Asst to NAVSEASYSCOM IG (95-0044)
GA Colaneri
13 February 1995

MEETING WITH NORFOLK NAVAL SHIPYARD
PRODUCTION ENGINEERS THAT DEVELOPED
WORKLOAD ESTIMATES RELATED TO NSWC LOUISVILLE, KY

SOURCE: MEETING BETWEEN NORFOLK NAVAL SHIPYARD PERSONNEL, (SEE ATTACHED LIST OF ATTENDEES) AND MR. GERALD A. COLANERI, NAVAL AUDIT SERVICE; ON 13 FEBRUARY 1995. A-28 5

PURPOSE: To review estimates from Norfolk Naval Shipyard (Enclosure 3 to 012/013, 012A/013A, and 092 BRAC Senarios related to Closure of NSWC, Louisville, KY) regarding Equipment Needed, Technical Repair Standards (TRS), Square Footage Requirements (Space), and Wage Rates.

CRITERIA: Naval Audit Handbook, Section 506.3 Regarding documentation of all meetings and discussions.

SCOPE: Review of data submissions related to BRAC Scenarios involving the Closure of NSWC, Louisville, KY and movement of the workload to Norfolk Naval Shipyard from November, 1994 through 13 February 1995.

DISCUSSION:

Mr. Colaneri opened the meeting by explaining our objectives and process for providing Assistance/Investigation for the NAVSEASYSCOM IG. Further, I explained that on 29 December 1994, a hotline complaint was received regarding numbers being reduced by Higher Echelon Commands for BRAC Scenarios to Close NSWC, Louisville, KY. Further, other allegations were that changes were directed by Higher Echelon Commands and Norfolk and Crane "Low Balled" estimates as the Gaining Activity.

Mr. Duff Porter explained that they (meeting attendees) were the individuals that actually reviewed Louisville's operations and provided the input to the BRAC Coordinator (Mr. Buddy Trueblood) and their Commanding Officer (Capt. William Klemm) as to what would be needed to perform Louisville's workload. They had physically visited the Louisville site twice and also hosted Louisville personnel during visits to the Norfolk Naval Shipyard. They did not develop all the calculations submitted, however, they did determine what equipment would be needed, the amount of space needed, the cost to develop TRSs/Individual Process Documents (IPDs), and the costs associated with equipment installation.

TRS ISSUE: I questioned their submission of about $18 million to develop TRSs. I explained that initial estimates done by Louisville amounted to about $124 million and given their knowledge of how to develop TRSs the cost was reduced to $81 million. Further, I explained that I was aware that these costs were questioned up the Chain of Command through to the BSAT. Consequently, it appeared the costs were arbitraily reduced. I also explained that during BRAC 93, the estimate for TRS associated with the closure of Louisville was about $83 million and that the costs was approved through the entire chain of command. Mr. Ken Taylor explained that initially they submitted their enclosure costs of $81 million because Louisville provided the number. They had never reviewed what would be needed to develop the TRS/IPDs in Norfolk. When the cost estimate was questioned, they looked into the issue (physically visiting Louisville site). They found that Louisville had only about 1,000 IPDs, yet Louisville told Norfolk that they would need about 4,000 IPDs if the people didn't come with the program. Further, Louisville told Norfolk that if the people didn't come to Norfolk (ISE), they would need to develop all IPDs. At this time Norfolk performed a second review of the technical information associated with the three product lines (MK-45, MK-75, and CIWS); and found that the information was adaptable to the Norfolk Naval Shipyard. Norfolk felt that the information Louisville had could be adjusted and transferred to their site. The only processes that would require significant changes or reviews would be those associated with environmental issues. Consequently, they developed their estimate (SEE W/P [illegible]) on the assumption that they would just transfer and modify the information Louisville had already developed. They had no intention of fully recreating the IPDs and TRSs associated with the work. (This was the bases for Louisville's initial estimates). They were not aware of criteria that would force them to completely recreate these documents and felt that it would be rediculous to do so. They also discussed Louisville's Material Requisition System (MRS) and felt that it was a more suffisticated system then they had; however, the shipyard already has a system (the Baseline Advanced Industrial Management (BAIM)) which could be adapted to Louisville's work. It did not make sense to use Louisville's system since the rest of the shipyard used BAIM. THE TRS COST OF $18 MILLION WAS JUST AN ESTIMATE TO REMASSAGE CURRENT TRSs/IPDs MAINTAINED AT LOUSIVILLE. THEY DID NOT RECEIVE ANY PRESSURE TO COME UP WITH THIS COSTS FROM THEIR BOSS NOR WERE THEY DIRECTED TO REDUCE THE INITIAL ESTIMATES. ALTHOUGH IPD's ARE SITE SPECIFIC, THEY CAN BE MODIFIED AND THAT IS HOW THE $18 MILLION WAS DERIVED. IF THEY WERE FORCED TO ACTUALLY RECONSTRUCT OR DEVELOP EACH TRS AND IPD, THE COST WOULD BE MORE.

SQUARE FOOTAGE ISSUE (SPACE): This issue was raised because I wanted to know why they reduced their requirement to perform the work on the CIWS at Louisville after Crane reduced their estimate to about 100,000 square ft. Mr. Doug Martin explained that Norfolk's initial estimate to do the work was about 200,000 square foot and they wanted the costs to be associated with MILCON (build a new facility). Since they had physically viewed Louisville's operation, they agreed that the operation should be the same if moved to Norfolk. However, when Crane reduced it's requirement to about 100,000 square feet they felt that Crane was not going to do the same thing as Norfolk. Thus, they wanted to compare apples to apples and subsequently lowered their estimate. Norfolk felt it wasn't fair to estimate costs based on different processes or workloads. They knew that the present work could not be done in 100,000 square feet of total space (production and storage). Norfolk said that if Crane planned to store the systems at a different location they could do the same thing. I explained that Crane did estimate the CIWS square footage at about 215,000 square feet; however, since no renovation was required to their storage facility they didn't have to reflect it in their scenario submissions. Mr. Martin then said that they were mislead. They got their instructions through Capt Klemm and maybe Mr. Riswyck; and were never aware of this issue. He said that the parameters must have been changed after their involvement. If they had know that Crane did not have to show their estimates, they would have reconsidered or found storage space around the shipyard that would not require renovation. THERE WAS NO DISAGREEMENT THAT TO PERFORM CURRENT WORK AT LOUISVILLE, IT WOULD TAKE AT LEAST 200,000 SQUARE FEET FOR PRODUCTION AND STORAGE.

EQUIPMENT ISSUE: Initial estimates of 785 pieces of equipment were provided by Louisville based on what they used in production of the three lines moving. After their (Norfolk) site visit they physically viewed the equipment and obtained a list of equipment Louisville had; what was used and excesses. At that point they went back to Norfolk and reviewed the list of equipment to what they maintained. They looked at their equipment current capacity and determined what was needed. (List can be found on W/P [illegible]). Further, per W/P [illegible], they determined that installation costs would be about $37 million. NORFOLK DID NOT CONSIDER ALL SCENARIOS WHEN DETERMINING EQUIPMENT NEEDED, ONLY LOUISVILLE WORK COMING TO NORFOLK.

OTHER POINTS DISCUSSED: The Norfolk personnel felt that Louisville had a very efficient operation. No consideration was given to other work such as FMS and the Rolling Airframe Missle (RAM). They felt it would not be cost beneficial as a tax payer to close Louisville; however, they could do the work. They can do the work in 18 months, but it would take years to match the production Louisville currently has. They only answered the questions in the Scenarios. The Scenarios don't reflect the entire picture of what will be lost if Louisville is closed.

CONCLUSION:

THE NORFOLK TEAM SUPPORTED ALL OF THEIR COSTS ESTIMATES WITH THE EXCEPTION OF THE NUMBER OF TRIPS TO WATER VALET FOR PLATING. THEY FELT THE 75 TRIPS PER YEAR WAS EXTREMELY LOW AND THEIR INITIAL SUBMISSION OF ABOUT 300 WAS MORE ACCURATE. THEY DID NOT CONSIDER RECONSTRUCTING TRS/IPD, ONLY MODIFICATION TO LOUISVILLE INFORMATION. REGARDING THE SQUARE FOOTAGE ISSUE; NORFOLK FELT THAT IN ORDER TO PERFORM THE WORK ON CIWS (AS IT CURRENTLY IS) THEY WOULD NEED AT LEAST 200,000 SQUARE FEET. THEY WERE NOT INVOLVED IN ANY OTHER ESTIMATES INCLUDING WAGE RATE ISSUES. THEY ONLY WERE TOLD TO DETERMINE IF THEY COULD DO THE WORK, HOW MUCH EQUIPMENT WOULD BE NEEDED, HOW MUCH SPACE WOULD BE NEEDED, COSTS FOR TRS/IPDs, AND COST TO INSTALL EQUIPMENT AND RELOCATE NORFOLK'S EQUIPMENT. THEY WERE NEVER PRESSURED TO COME UP WITH NUMBERS; CAPT KLEMM TOLD THEM "IF THE WORK COMES TO NORFOLK WE HAVE TO BE ABLE TO DO IT". THEY FELT LOUISVILLE WAS AN EFFICIENT OPERATION AND COULD NOT BE IMMEDIATELY DUPLICATED AT NORFOLK, HOWEVER, IN TIME IT CAN BE DONE.

2/13/95 @ 1000
NNSY

NAME	CODE	NUMBER
Jerry Colanzi	NAVY AUDIT	464-8286 Ext 323
KEN TAYLOR	NNSY C-290	804-396-3290
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Doug Martin	NNSY C-914	804 396-8243
GREGG SAWYER	PWC 214	804 396 8258
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A-Sec. 5

MEETING WITH CAPT. WILLIAM KLEMM, COMMANDING OFFICER, NORFOLK NAVAL SHIP YARD, NORFOLK, VA

SOURCE: Meeting between Capt. William Klemm, Commanding Officer, Norfolk Naval Shipyard, 804-396-9333; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted in the CO's Office at the Shipyard on 13 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for Naval Ordnance Center, Louisville, KY. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed, costs estimates were reduced, and direction from higher echelons to change figures occurred to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY involving enclosure (3) submitted by Norfolk Naval Shipyard. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 13 February 1995.

DISCUSSION:

I started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. I explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. I also explained that based on information provided to us by NSWC in Louisville; the allegations against Norfolk mainly focused on TRS/IPD cost estimates, square footage submissions for performing the work, deletion of wage rate comparisons between the shipyard and weapons center, and equipment needed to perform the work.

MEETING WITH CAPT. WILLIAM KLEMM, COMMANDING OFFICER, NORFOLK NAVAL SHIP YARD, NORFOLK, VA

I then explained to Capt. Klemm that I had already met with his team of engineers that were responsible for gathering the data and assisting the BRAC Coordinator in developing Norfolk's estimates for enclosure (3). Further, I informed him that his team stood behind their estimates, and with the exception of the reduction in square footage, they agreed with Norfolk's submissions.

Per Capt. Klemm:

o His chain of command is somewhat different than the weapon centers. He deals with Adm Porter rather than Adm Sargent and his BRAC Coordinator at NAVSEA is Mr. Riswyck instead of Marvin Pate.

o Regarding the TRS issue - Capt. Klemm said that no one gave him a number to use or support for the cost estimate of $18 million. He was aware that initial estimates of $124 million really raised some eyebrows and appeared to be high. After his team looked into the issue, they realized that they would not be starting from scratch in the development of the IPD's since they would be using the same machines. At this point they (Norfolk) negociated with Louisville and reduced the costs to $81 million. However, he felt this was still unrealistic. Further analysis and discussions between him and Capt. Cummings (Louisville); eventually reduced the estimate to just transfer and modify what Louisville already had to about $18 million. Based on his experience with TRS/IPD, Capt. Klemm felt this was a realistic estimate.

o The reason there was so much discussion or issues raised during these scenario submissions was because the information was immediately being made available to the entire chain of command. It was being reviewed at all levels as information was submitted (there was a lot of late nights) and questioned and negociated immediately.

o There WAS NO DIRECTED IMPUT TO COST OR NUMBERS FROM HIS BOSS.

o Most of Capt. Klemm's discussions were with Mr. Riswyck (such

MEETING WITH CAPT. WILLIAM KLEMM, COMMANDING OFFICER, NORFOLK NAVAL SHIP YARD, NORFOLK, VA

as the case in reducing the square footage requirement once they found out Crane (or what appeared to be the case with Crane) had reduced requirements for the CIWS space needed.

o Crane was in a better position to question Louisville numbers or change submissions since they are in Louisville's chain of command.

o Per Capt. Klemm, if we (Norfolk) couldn't negociate with Louisville, we used their estimates. However, Crane was able to change Louisville's data.

o Regarding wage rate issues - Capt. Klemm said current man day cost reflect a tax of about $150 (AOR Recruitment Tax). This will go away next year, which would lower his man day rate to about $425. For non-nuclear work, the rate is already below $400 per manday. The nuclear rate in '96 and '97 should be less than $500 per man day since there should be no tax. Although non-nuclear rates are much less, they still bill their customers at the average rate.

o As a final note, Capt. Klemm said "Louisville is an efficient Operation". Norfolk just answered the Scenarios presented to them. They are comfortable with all submissions in that they may have to actually do the work.

CONCLUSION:

CAPT. KLEMM FELT LOUISVILLE HAS A VERY EFFICIENT OPERATION. HOWEVER, BASED ON SCENARIOS, THEY CAN EVENTUALLY DO THE WORK. HE IS COMFORTABLE WITH HIS CERTIFIED SUBMISSIONS. HE DOESN'T KNOW WHAT WILL HAPPEN TO LOUISVILLE'S WORK NOT ADDRESSED IN THE SCENARIOS. ALTHOUGH THE SCENARIOS INVOLVED A LOT OF LATE NIGHTS AND CHANGES, HE WAS NEVER DIRECTED TO REDUCE COST.

MEETING WITH MR. BUDDY TRUEBLOOD, BRAC COORDINATOR, NORFOLK NAVAL SHIP YARD, NORFOLK, VA

SOURCE: Meeting between Mr. Buddy Trueblood, 95 BRAC Coordinator, Norfolk Naval Shipyard; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted in the CO's Office at the Shipyard on 13 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for Naval Ordnance Center, Louisville, KY. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed, costs estimates were reduced, and direction from higher echelons to change figures occurred to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY involving enclosure (3) submitted by Norfolk Naval Shipyard. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 13 February 1995.

DISCUSSION:

I started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. I explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. I also explained that based on information provided to us by NSWC in Louisville; the allegations against Norfolk mainly focused on TRS/IPD cost estimates, square footage submissions for performing the work, deletion of wage rate comparisons between the shipyard and weapons center, and equipment needed to perform the work.

MEETING WITH MR. BUDDY TRUEBLOOD, BRAC COORDINATOR, NORFOLK NAVAL SHIP YARD, NORFOLK, VA

I then explained to Mr. Trueblood Klemm that I had already met with his team of engineers that were responsible for gathering the data and assisting him in developing Norfolk's estimates for enclosure (3). Further, I informed him that his team stood behind their estimates, and with the exception of the reduction in square footage, they agreed with Norfolk's submissions.

Per Mr. Trueblood:

o Initial Storage planned at Norfolk was to put Crane in Building #510 and build facilities for Louisville CIWS. Since the last scenario (12A/13A) just included Louisville, he plans to put Louisville in the same building and space originally planned for Crane.

o His storage requirements are spread out throughout the shipyard. They have plenty of excess space.

o I informed Mr. Trueblood of the allegation related to Norfolk reducing the CIWS space requirement once Crane reduced their estimates. Further, I explained that Crane did have sufficient space; however, they did not have to show it in their submission since no renovation was required. This was confirmed with Cdr. Biddick at the BSAT. Mr. Trueblood said he didn't reduce the CIWS space and that per revisions on 12/22/94, he accounted for 215,000 square feet for the CIWS, but the storage was spread out and 78,000 square feet of his storage space did not require renovation. - He showed me the submission revision and I was not aware of it until this time. (Note: when I spoke to Mr. Duff Porter and his team, and Capt. Klemm earlier in the day, they were not aware of the revision. They felt they were mislead and thought Norfolk did reduce the space requirement so that they were on equal ground with Crane).

o He plans to put the 130,000 square feet for the guns into the old Foundry Bldg and modify 37,000 square feet in the same building for CIWS. The remainder of CIWS would be put on the second floor of Bldg. #510.

MEETING WITH MR. BUDDY TRUEBLOOD, BRAC COORDINATOR, NORFOLK NAVAL SHIP YARD, NORFOLK, VA

o He received no pressure from higher ups; they just wanted to ensure both Norfolk and Crane were playing by the same rules. BSAT just directed him to review figures that appeared out of line. I asked if at any time BSAT or NAVSEA questioned a figure; did he not reduce the amount. He thought for awhile and said yes, once on the training cost.

o Mr. Trueblood is also the Space Coordinator for the Norfolk Naval Shipyard. He is an industrial engineer by education.

o I next questioned the plating requirement of 75 trips per year to Water Valet for plating work. I explained that this appeared to be very low and did someone direct him to lower that figure. Mr. Trueblood said that no one told him to lower the figure. He said himself, Doug Martin, and Ken Taylor developed that estimate because only gun barrels would be sent to Water Valet. Most plating work would be done locally. I informed him that Mr. Martin and Mr. Taylor disagreed with that estimate and informed me that 75 trips per year was ridiculous. Mr. Trueblood had no other comment on the issue.

o Mr. Trueblood said his biggest concern is that they would get both the Crane and Louisville work because the same space was used for both scenarios.

<u>CONCLUSION:</u>

MR. TRUEBLOOD WAS THE NUTS AND BOLTS BEHIND THE NORFOLK SUBMISSIONS. HE APPEARED TO BE AWARE OF EVENTS THAT CAPT. KLEMM DID NOT EVEN KNOW ABOUT. ALTHOUGH HE SAID NO PRESSURE FROM HIGHER UP OCCURRED, I GOT THE IMPRESSION THAT HE KNEW FIGURES HAD TO BE AT A MINIMUM. HE USED DUPLICATE SPACE WHEN ANSWERING SCENARIOS. EACH SCENARIO WAS LOOKED AT INDEPENDENTLY WHEN CONSIDERING SPACE AND EQUIPMENT (THIS IS NOT OUR UNDERSTANDING OF HOW THE PROCESS SHOULD WORK BASED ON THE LOGIC BEHIND WAGE RATE ADJUSTMENTS). ALTHOUGH HE WAS ONLY THE COORDINATOR FOR BRAC; IT APPEARS HE ACTUALLY DEVELOPED MOST COSTS ESTIMATES.

Asst to NAVSEASYSCOM IG (95-0044)
Cejka/Colaneri
16 February 1995

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MEETING WITH MR. BILL RISWYCK,
EXECUTIVE DIRECTOR FOR SHIPYARDS AND SUPSHIPS (07B)
NAVSEASYSCOM, WASHINGTON, DC

SOURCE: Meeting between Mr. Bill Riswyck, Executive Director for Shipyards and Supships (Code 07B), NAVSEASYSCOM; Mr. Dan Cejka, Director of Production, NAVAUDSVC, DSN 289-8863; and Mr. Gerald Colaneri, NAVAUDSVC, DSN 680-8286 Ext 323. The meeting was conducted at Crystal City Bldg CP#5, on 15 February 1995.

PURPOSE: To discuss BRAC process related to data calls and scenarios for Naval Ordnance Center, Louisville, KY; Enclosure (3) submissions for the Norfolk Naval Shipyard; and NSWC Crane, IN. Also, to discuss submissions by the Norfolk Naval Shipyard and NSWC Crane related to gaining work from the Naval Surface Warfare Center (NSWC), Crane Detachment, Naval Ordnance Center, Louisville, KY. Discussion evolved around figures submitted and allegations that data was changed to erroneously support closing of NSWC in Louisville and move operations to Norfolk or Crane.

CRITERIA: Naval Audit Handbook Section 506.3 regarding the documentation of all meetings related to assignments.

SCOPE: Discussion of BRAC data calls and scenarios submitted by NSWC Louisville, KY through their chain of command being NSWC Crane, IN. These discussions were of the events that had occurred from the start of the initial scenario submissions around 18 November 1994 through 15 February 1995.

MEETING WITH MR. BILL RISWYCK,
EXECUTIVE DIRECTOR FOR SHIPYARDS AND SUPSHIPS (07B)
NAVSEASYSCOM, WASHINGTON, DC

DISCUSSION:

Mr. Cejka started the interview by relating our objectives and process for providing assistance/investigation for the NAVSEASYSCOM IG. He explained that a hot-line call occurred on 29 December 1994 by an anonymous caller. Mr. Cejka explained what had been provided to us by Louisville personnel (including the chronologies with Mr. Riswyck's name mentioned on numerous occasions) the prior week. He also explained the allegations of figures being chained without justification by higher echelon commands and that higher authorities either pressured activities or specifically directed changes be made to scenarios initially submitted by NSWC, Louisville, KY.

Mr. Cejka then informed Mr. Riswyck that the biggests concerns that we had involving the Norfolk submissions was with the TRS/IPD cost estimate of $18 million, the reduction in square footage requirements to match Crane submissions, and the Wage Rate issue (being dropped because of Mr. Booker's computer model indicating Norfolk wage rates will reduce).

Per Mr. Riswyck:

o The rich influx of Labor to the Norfolk Naval Shipyard will drop the wage rate; and if the shipyard is cheaper, this should be shown as a savings. This wage rate model was developed for BRAC 93, but was not applied until BRAC 95. It is not mutually exclusive to site scenarios, but encompasses the entire scenario. This would amout to about 2400 workyears coming to the Norfolk Naval Shipyard.

o For questions involving the losing activity submissions we should speak to Adm. Sargent. He is not priviledged to the Losing Activity submissions.

o Himself and Adm. Porter are responsible for the shipyard submissions.

MEETING WITH MR. BILL RISWYCK,
EXECUTIVE DIRECTOR FOR SHIPYARDS AND SUPSHIPS (07B)
NAVSEASYSCOM, WASHINGTON, DC

o He reviews and is copies on all data calls from the shipyards. This way he can compare estimates prior to submission for Adm. Sterner to BSAT. Doesn't want estimates to differ between like activities and similiar costs.

o The issues with Phalanx or CIWS moving to Norfolk started because originally Norfolk was under the impression that the operation had to be contiguous (all under one roof - storage and production). Therefore, Norfolk originally planned for new construction MILCON to move this operation. However, later on Crane admitted that the operation didn't have to be contiguous; so Norfolk eliminated its' MILCON requirement.

o Mr. Riswyck said that all he wants to do is ensure Accuracy in his submissions.

o We discussed the TRS issue and pointed out what we reviewed at Louisville. Further, we express our concern over Crane and Norfolk submissions being the same ($18 million), yet each site used a completely different method to come up with the $18 million costs.
- Mr. Riswyck explained that he was comfortable with Norfolk estimates and felt that Louisville had inflated the numbers (to actually redevelop the TRS/IPD from scratch). In reality, the existing documentation can be modified to perform the work in Norfolk.

**MEETING WITH MR. BILL RISWYCK,
EXECUTIVE DIRECTOR FOR SHIPYARDS AND SUPSHIPS (07B)
NAVSEASYSCOM, WASHINGTON, DC**

o We next discussed the square footage issue and told about our tour of both the Louisville and Crane Facilities. We discussed Crane's $20/square foot renovation figure and added that we felt it was supported since the facility had already been renovated for the SLK 32 work which was moving. We questioned Mr. Riswyck about the 12/22/94 revision to pages 3-10R and 3-11R (in Scenario 12/13) and the $20/square foot submission by Norfolk. Mr. Riswyck said he didn't know the particulars of this issue because he didn't review all enclosure (3) submissions in detail. He referred us to Mr. Trueblood for any questions we had with these computations.

o We then discussed the 93 BRAC submission for TRS costs if Louisville was closed and went to private industry. We explained that the $81 million costs was excepted then through the chain of command to the BSEC. He was not familiar with the 93 BRAC involving Louisville. We asked if he or someone up the chain of command directed the $18 million figure since both Norfolk and Crane had that figure in their submissions. MR. RISWYCK SAID THAT NO ONE DIRECTED THE TRS/IPD COSTS BE $18 MILLION.

o Mr. Riswyck did question the TRS cost estimate at $81 million, however, he didn't get involved in the submissions.

o THERE WERE NO PRECONCEIVED NUMBERS FROM BSAT.

o He never set a cost limit to anyone. He told the people "You have to certify what you submit".

o He did not require the shipyards to have 07B review the enclosure (3) submissions. He didn't want Adm. Sargent to feel like he was getting involved in his business.

MEETING WITH MR. BILL RISWYCK,
EXECUTIVE DIRECTOR FOR SHIPYARDS AND SUPSHIPS (07B)
NAVSEASYSCOM, WASHINGTON, DC

o I asked why would you close an installation if the Submissions showed a cost. He said they also consider military value, global economic impact, and capacity issues that are not in the Data Calls.

CONCLUSION:

MR. RISWYCK DID NOT DIRECT ANY NUMBERS. HE INSTRUCTED THE SHIPYARD COMMANDING OFFICERS THAT YOU HAVE TO CERTIFY THE INFORMATION. BASED ON THIS MEETING, IT APPEARS THAT MR. RISWYCK RUNS THE SHIPYARDS AND ALTHOUGH HE CLAIMS THAT HE DIDN'T DIRECT ANY NUMBERS; WHEN HE QUESTIONS A NUMBER IT ULTIMATELY IS CHANGED. HE DID CONFIRM THAT BSAT DIRECTION WAS TO MINIMIZE COST WHEN SUBMITTING BRAC DATA.