

DCN: 5904

Jane M. Ayotte
16 Burnette Drive
Rye, NH 03870

July 27, 2005

BRAC Commission

JUL 29 2005

Received

BRAC COMMISSION

Sue Ellen Turner, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner *Turner,*

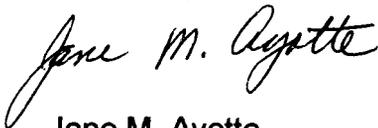
4,800 Portsmouth Naval Shipyard workers are doing an outstanding job in performance in schedule, cost, quality and safety. They have provided the U.S. Navy with superlative work, universally acknowledged as the best nuclear submarine overhaul and refueling operation in the country.

For this reason the Portsmouth Naval Shipyard should remain open and not on the BRAC Commission's list for closure.

Closing the Portsmouth Naval Shipyard will result in loss of hundreds of millions of dollars associated with superior performance. Closure will also mean loss of jobs and effect the economy of our Seacoast community. Once the Shipyard is closed it would be virtually impossible to reopen, another loss to the Seacoast community.

Closure of the Portsmouth Naval Shipyard would be a mistake and not in the best interest of the defense of our country.

Yours truly,



Jane M. Ayotte

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16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

July 27, 2005

Received

BRAC COMMISSION

Anthony J. Principi, Commission Chairman
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi;

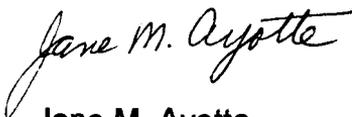
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Yours truly,



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16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

Received

July 27, 2005

BRAC COMMISSION
Samuel Knox Skinner, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner *Skinner*,

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Yours truly,

Jane M. Ayotte

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Normand L. Ayotte
16 Burnette Drive
Rye, NH 03870

July 27, 2005

BRAC Commission

JUL 29 2005

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BRAC COMMISSION
Samuel Knox Skinner, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

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Normand L. Ayotte

BRAC Commission

JUL 29 2005

Received

Normand L. Ayotte
16 Burnette Drive
Rye, NH 03870

July 27, 2005

BRAC COMMISSION
Lloyd Newton, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Newton:

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Normand L. Ayotte

Normand L. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

July 27, 2005

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BRAC COMMISSION

James H. Bilbray, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Bilbray;

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Yours truly,


Normand L. Ayotte

Normand L. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

July 27, 2005

JUL 29 2005

Received

BRAC COMMISSION

Harold W. Gehman Jr., Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Gehman;

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Normand L. Ayotte

Jane M. Ayotte
16 Burnette Drive
Rye, NH 03870

July 27, 2005

BRAC Commission

JUL 29 2005

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James T. Hill, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

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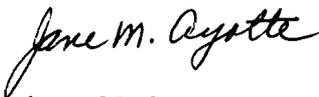
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Jane M. Ayotte

Normand L. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

Received

July 27, 2005

BRAC COMMISSION

James V. Hansen, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Hansen;

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Normand L. Ayotte

Normand L. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

Received

July 27, 2005

BRAC COMMISSION

Sue Ellen Turner, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

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Normand L. Ayotte

Normand L. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

July 27, 2005

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BRAC COMMISSION
Phillip Coyle, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Coyle;

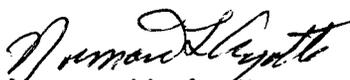
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Yours truly,


Normand L. Ayotte

July 20, 2005

BRAC Commission

The Honorable James H. Bilbray
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUL 29 2005

Received

Dear Commissioner Bilbray,

The Closing of the Portsmouth Naval Ship Yard would have a devastating effect on both the Department of Defense as well as the surrounding communities.

1.) D.O.D. would suffer the loss of the best Shipyard in the Country. P.N.S.Y. is the leader in performance, cost, schedule, quality and safety. Closing the Shipyard would result in the loss of hundreds of millions of dollars associated with superior performance.

The fact that P.N.S.Y. is a licensed Naval Nuclear Facility is also of concern. Once a Naval Nuclear Facility is closed, it is virtually impossible to reverse, not to mention the loss of dry dock space and the cost of replacing them.

2.) The surrounding communities would be affected for a radius of over 100 miles. Not only the more than 4,000 Shipyard workers, but all the area merchants and businesses the Shipyard workers support.

Our region is already troubled and closing P.N.S.Y. would send our region in an economic tail spin. This is not in the best interest of our Country and not fair to the residents of New England.

We thank the Department of the Navy for recognizing us in the form of a medal, however we don't wish to be thanked by pinning a medal on our chest and being forgotten. We wish to be thanked by allowing us to continue performing the superior work we have become so well known for in the industry.

Thank You

Mr. & Mrs. John Grindle
P.O. Box 1448
Westbrook, Me. 04098

Jane M. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

Received

July 27, 2005

BRAC COMMISSION

James V. Hansen, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

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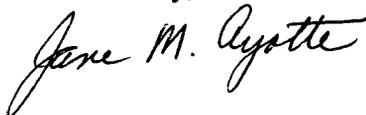
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Yours truly,



Jane M. Ayotte

Normand L. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

July 27, 2005

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Anthony J. Principi, Commission Chairman
2521 South Clark Street, Suite 600
Arlington, VA 22202

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Closure of the Portsmouth Naval Shipyard would be a mistake and not in the best interest of the defense of our country.

Yours truly,


Normand L. Ayotte

18 Grove Street
East Rochester, NH 03868

BRAC Commission

JUL 29 2005

Received

Commissioner Gehman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Gehman,

Please take the Portsmouth Naval Shipyard off the closure list. Closing this Shipyard will result in loss of thousands of millions of dollars associated with superior performance. PNS has a proven track record of completing work ahead of schedule, at lower cost with superior quality.

Closing PNS will leave this area without any Homeland Security.

Thank you for your concern.

Sincerely,



Sharon Brennan

18 Grove Street
East Rochester, NH 03868

BRAC Commission

JUL 29 2005

Received

Commissioner Gehman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

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Thank you for your concern.

Sincerely,

A handwritten signature in cursive script that reads "Arlene Brennan".

Arlene Brennan

170 Dennett Street
Portsmouth, NH 03801 BRAC Commission

July 26, 2005

JUL 29 2005

Dear General Newton:

Received

I have lived in Portsmouth for over forty years. I have no personal connection to the shipyard. No relative has ever worked there; I do not use any of the facilities there. Nevertheless, the shipyard is important to me because of its historical significance and its contribution to the defense of our nation. As the Navy Department itself states, the Portsmouth shipyard's performance is outstanding. It makes no sense, economically, to close it.

Please vote to keep the yard open.

Yours truly,
Anne Sears

18 Grove Street
East Rochester, NH 03868

BRAC Commission

Commissioner Skinner
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUL 29 2005

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Thank you for your concern.

Sincerely,

A handwritten signature in cursive script that reads "Arlene Brennan".

Arlene Brennan

18 Grove Street
East Rochester, NH 03868

BRAC Commission

Chairman Principi
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUL 25 2005

Received

Dear Chairman Principi,

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Arlene Brennan

18 Grove Street
East Rochester, NH 03868

BRAC Commission

JUL 29 2005

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Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
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Thank you for your concern.

Sincerely,

A handwritten signature in cursive script that reads "Sharon B" followed by a horizontal flourish.

Sharon Brennan

18 Grove Street
East Rochester, NH 03868

BRAC Commission

JUL 29 2005

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Commissioner Coyle
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

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Sharon Brennan

18 Grove Street
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BRAC Commission

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Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

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Sincerely,

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Arlene Brennan

18 Grove Street
East Rochester, NH 03868

BRAC Commission

JUL 29 2005

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Commissioner Hill
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

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Arlene Brennan

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Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
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Sharon Brennan

Michael & Barbara Brulotte

70 Ham Road
New Durham NH 03855

BRAC Commission

JUL 29 2005

Received

July 27, 2005

Samuel K. Skinner
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Sir,

We are writing you in regard to the BRAC Commissions decision on closing the Portsmouth Naval Shipyard.

The Portsmouth Naval Shipyard is the preeminent shipyard in the Navy. As you must know by now it has been said to hold the gold standard for management-labor relations. It had reduced it overhauls from 20 months to eight month. Which means it makes submarines seaworthy and available to the war fighter. If you close Portsmouth you will lose three certified nuclear-capable drydocks. With the loss of Irreplaceable skills of generations of people who work at this facility which will not be able to be exported or replicated. Portsmouth holds the OSHA STAR of safety which reduces the cost to the Navy in Workers Compensation claims. By ignoring Portsmouth proven record of efficiency, by ignoring its military value, by underestimating the cost of closing the Shipyard, by ignoring the impact on Maine and New Hampshire we believe closing Portsmouth would be disastrous to the defense of our Nation.

My husband has worked at the Portsmouth Naval Shipyard for 30 years and has always been committed and proud to perform the best work possible to insure the safety of the men aboard these submarines.

Thank you for your time, we hope this letter will help with your decision to keep Portsmouth Naval Shipyard open.

Sincerely yours,

*Michael Brulotte
Barbara Brulotte*

Michael & Barbara Brulotte

Michael & Barbara Brulotte

70 Ham Road
New Durham NH 03855

BRAC Commission

JUL 29 2005

July 27, 2005

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Suite 600
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Sincerely yours,

Michael Brulotte
Barbara Brulotte
Michael & Barbara Brulotte

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BRAC Commission

70 Ham Road
New Durham NH 03855

JUL 29 2005

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July 27, 2005

Adm. Harold W. Gehman, JR.
2521 South Clark Street
Suite 600
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Sincerely yours,

*Michael Brulotte
Barbara Brulotte*

Michael & Barbara Brulotte

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Received

Dear Commissioner Turner,

I am writing this letter to provide information, for your consideration, on Portsmouth Naval Shipyard, a facility which the Navy has recognized as its top performing Shipyard and the one it wishes to close. The decision needs to take into consideration both the benefit in dollars to the Navy, and the military value or relevance of the facility. In order to best spend the taxpayers money, the Navy needs to perform maintenance work making smart business decisions.

Portsmouth Naval Shipyard, as recognized by the Navy, is the most efficient Shipyard, both private or public. Why is this. This workforce is adaptable. We have not worked on nuclear submarines for two hundred years, we have and always will support the Navy's needs in the most efficient way possible. The success of this Shipyard is the result of a dedicated, highly skilled workforce, an entity which cannot be transferred. Moving the work from Portsmouth Naval Shipyard is not a good business decision. For a business to be successful, they keep the most efficient plants operating, transferring the work to them, maximizing profitability. The skilled men and women were not transferred here. Many have worked here for generations. Apprentices are following in their parents footsteps. I myself am the fourth generation to work here and my nephew is the fifth. My nine year old son has told his teacher that he is learning math so he can work here when it is time. Shipbuilding and repair is embedded in the culture of the New England seacoast. The work ethic is unparalleled. This is not intended to say we deserve the Shipyard to stay open for the past, but to illustrate the depth of talent and dedication of the workforce and community. Even with the threat of closure, Portsmouth Naval Shipyard has over seven hundred applicants for about one hundred apprentice positions.

The workers at Portsmouth Naval Shipyard know the Navy needs money to pay for the needed maintenance. Our Nations ships are spending more operational hours at sea than was planned for when they were designed. They are coming into maintenance periods in tough shape, in need of modernization for changing missions. To support this, the workforce is continually improving to shorten schedules, improve costs, and as always with top quality, because we know we can still better our past performance. Our Nation is at war and this is our contribution.

As far as the military relevance is concerned, the support provided to the present conflict is a good example. Our Shipyard Commander told us last fall what our contribution was. During the war in Iraq, the Navy fired all the cruise missiles, even though the Air Force has more. Eight hundred fifty nine were launched, of which five hundred seventy four were from submarines. Three hundred seven of these from ships Portsmouth Naval Shipyard worked on. This means that in the most recent conflict, almost forty percent of all missiles were fired from boats we maintained.

The Portsmouth Naval Shipyard is exactly what the Navy and the taxpayers of this country need in this fiscally challenging time. We have supported this war and ready to continue helping defend this country.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'DW Pease', written in a cursive style.

Donald W. Pease

Michael & Barbara Brulotte

70 Ham Road
New Durham NH 03855

BRAC Commission

JUL 29 2005

Received

July 27, 2005

Gen. James T. Hill
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Sir,

We are writing you in regard to the BRAC Commissions decision on closing the Portsmouth Naval Shipyard.

The Portsmouth Naval Shipyard is the preeminent shipyard in the Navy. As you must know by now it has been said to hold the gold standard for management-labor relations. It had reduced it overhauls from 20 months to eight month. Which means it makes submarines seaworthy and available to the war fighter. If you close Portsmouth you will lose three certified nuclear-capable drydocks. With the loss of Irreplaceable skills of generations of people who work at this facility which will not be able to be exported or replicated. Portsmouth holds the OSHA STAR of safety which reduces the cost to the Navy in Workers Compensation claims. By ignoring Portsmouth proven record of efficiency, by ignoring its military value, by underestimating the cost of closing the Shipyard, by ignoring the impact on Maine and New Hampshire we believe closing Portsmouth would be disastrous to the defense of our Nation.

My husband has worked at the Portsmouth Naval Shipyard for 30 years and has always been committed and proud to perform the best work possible to insure the safety of the men aboard these submarines.

Thank you for your time, we hope this letter will help with your decision to keep Portsmouth Naval Shipyard open.

Sincerely yours,

Michael Brulotte
Barbara Brulotte

Michael & Barbara Brulotte

140 Norton Road
Kittery, Me 03904
July 20, 2005
BRAC Commission

2005 Defense Base Closure and Realignment Commission
2521 South Clark St., Suite 600
Arlington, Va. 22202

JUL 29 2005

Hon. James H. Bilbray

Received

Sir:

This letter is in regard to the recommended closure of Portsmouth Naval Shipyard (PNSY).

I am a retired DoD employee. My career started at PNSY and ultimately I became a manager at the Naval Sea Systems Command (NAVSEA) and at the Defense Logistics Agency (DLA). After considering several aspects of the closure criteria, I am opposed to the closure of PNSY.

Much has been written about the Navy's excess capacity. As I draft this letter, there are 4 submarines undergoing work at PNSY and NAVSEA has directed PNSY to supply personnel for off-site work, including Scotland, Puget Sound NSY, San Diego, Naval Sub Base New London, and Electric Boat. The projected workload for PNSY over the next several years appears to be on-going and stable. Newspaper reports indicate the same is true of the other 3 public yards.

Published figures regarding PNSY state that it will cost \$448 million to close, with a savings of \$1.26 billion over a 20 year period. I feel certain that the \$448 million figure is to close the physical plant. You should note that PNSY is the only shipyard, public or private, that regularly completes quality work below cost and ahead of schedule. This amounts to a significant savings to the Navy, the Federal Government, and to the taxpayer. These savings should be projected out 20 years also and added to the \$448 million dollar cost to close the yard, as well as subtracting this amount from the projected savings of \$1.26 billion. I feel certain that projected costs are biased in favor of closings.

Twenty year projections are extremely difficult. It has been my experience that 5 year projections are good for scheduling purposes, but invariably are inaccurate. Projections are virtually always based on known work and never includes funding or facility availability for the unexpected. On that basis it hardly appears advantageous to close a public shipyard with available dry docks and, more importantly, a nuclear license. Once the nuclear license is gone, it is virtually impossible to retrieve.

Newspaper articles attributed to unnamed Navy sources have indicated that PNSY can only work on SSN688 class submarines. This statement, if true, is highly inaccurate. PNSY, over the years, has worked on mostly submarines. That is true, but the people have worked on everything from tugboats to fleet oilers. Their present workload of SSN688 class submarines derives from Navy assignments. The harbor, the channels, the berths, the drydocks, and the personnel can accommodate many classes of ships.

Homeland security is a watchword of today's society. There are presently 3 Coast Guard cutters homeported at PNSY for secure berthing and availability for northeast coastline search and rescue as well as security patrols. The closure of PNSY would create a significant hole in the northeast security network.

The northeast, particularly Maine, does not have a robust economy. In referring to the prospect of PNSY closing, a University of Southern Maine economist (Charles Colgan) stated it was a "dreaded monster" that "may eat much of the state's future economic growth" and result in "a decade of essentially no job growth in Maine". If his projection is true, the economic impact on local communities will be devastating. Further, I was appalled to learn that the Pentagon had not included the State of New Hampshire in its economic impact.

As a DoD employee, I always believed that politics did not enter military decisions. In this case, however, after reading Time (23 May 05); Newsweek (23 May 05); and articles in the Portsmouth NH

newspaper, I am very concerned. It certainly appears that "blue states" lose a great deal and "red states" will gain substantially. I sincerely hope that if politics is involved, your commission can and will separate military value from political acts.

I also believe that the BRAC commission should not be policy makers. It was reported in a local paper (Portsmouth Herald (NH)) that "commissioners would review fleet projections and are willing to make a decision that effectively determines the size of the sub fleet". The Pentagon's four year force review and congressional hearings should not be negated by your commission.

Finally, I am amazed at the overall consolidation and the fact that only one public shipyard would remain on the East coast. I thought that after an event like Pearl Harbor or 9/11; diversification of assets was of paramount importance. In today's climate, North Korea, Iran, and China should warrant serious consideration in your deliberations.

In closing, I am against the closure of PNSY for the variety of reasons stated.


Arnold Dickinson

140 Norton Road
Kittery, Me 03904
July 20, 2005

2005 Defense Base Closure and Realignment Commission
2521 South Clark St., Suite 600
Arlington, Va. 22202

BRAC Commission

Adm. Harold W. Gehman Jr.

JUL 29 2005

Sir:

Received

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JUL 29 2005

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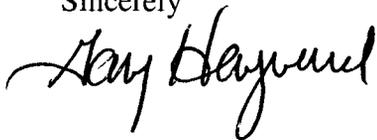
Dear Commissioner Coyle

I write to you today as a 28 year Portsmouth Navy Shipyard employee. I am a second-generation worker here, following my father's footsteps. I have three children that have their roots here. All of them have settled down in Maine and I'm a proud Grandfather. I would find leaving here almost impossible. I am proud of the work I do here. As you know our shipyard started over 200 years ago and has built and overhauled hundreds of ships as well as subs.

I hope that our effort has proven to you, beyond a shadow of a doubt, that we are the Cheapest, Fastest, Safest and have the best Quality of any private or public shipyard. We take pride in our work and know we will save the taxpayer more money by staying open than closing us. Isn't the BRAC commission here to get rid of waste and to save the US Government money? Please help us keep doing that by removing us from the closure list.

Last but not least, closing us would put a heavy financial burden on this Seacoast area. New England has been hit very hard with this round of base closures. Putting all the eggs in pretty much one-basket makes no sense to me. Please look at the facts and remove us from the BRAC List. The taxpayer will thank you for it.

Sincerely

A handwritten signature in black ink that reads "Gary Hayward". The signature is written in a cursive, flowing style.

JUL 29 2005

Dear Commissioner Gehman

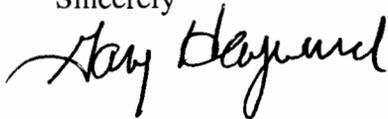
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Michael & Barbara Brulotte

70 Ham Road
New Durham NH 03855

BRAC Commission

July 27, 2005

JUL 29 2005

Received

Philip Coyle
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Sir,

We are writing you in regard to the BRAC Commissions decision on closing the Portsmouth Naval Shipyard.

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My husband has worked at the Portsmouth Naval Shipyard for 30 years and has always been committed and proud to perform the best work possible to insure the safety of the men aboard these submarines.

Thank you for your time, we hope this letter will help with your decision to keep Portsmouth Naval Shipyard open.

Sincerely yours,

Michael Brulotte
Barbara Brulotte

Michael & Barbara Brulotte



Business & Industry Association of New Hampshire

To promote and preserve the economic well-being of New Hampshire.

July 27, 2005

BRAC Commission

Admiral Harold W. Gehman, Jr.
Base Realignment and Closure Commission
2521 South Clark St., Suite 600
Arlington, VA 22202

JUL 29 2005

Received

Dear Commissioner Gehman:

The Business & Industry Association is New Hampshire's statewide chamber of commerce and leading business advocacy group. As such we are writing to request that you remove the Portsmouth Naval Shipyard from the Base Realignment and Closure Commission's final base closure list.

As a business organization, we believe the business case for closing the Portsmouth Naval Shipyard has not been made. As recognized by the Secretary of the Navy, the facility's documented record of cost, schedule, quality, and safety performance are exemplary:

- Portsmouth Naval Shipyard personnel established new performance levels for submarine maintenance, modernization, and overhaul work by producing business results that are the benchmark among public and private sector nuclear shipyards.
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Due to its superb performance and productivity, the Portsmouth Naval Shipyard saves tens of millions of dollars for the taxpayers on each job it undertakes. It makes no sense to close a facility with this track record. We hope that you will agree.

Respectfully,

George Gantz
BIA Board Chair
Sr. Vice President
Unitil Corp.

Michael Donahue
BIA Executive Committee Chair
Principal Engineer
Aries Engineering

Jim Roche
President & CEO
Business & Industry Association
of New Hampshire

cc: Senator Judd Gregg Senator John Sununu
Congressman Charles Bass Congressman Jeb Bradley
Governor John Lynch



Business & Industry Association of New Hampshire

To promote and preserve the economic well-being of New Hampshire.

July 27, 2005

BRAC Commission

James V. Hansen
Base Realignment and Closure Commission
2521 South Clark St., Suite 600
Arlington, VA 22202

JUL 29 2005

Received

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Business & Industry Association of New Hampshire

To promote and preserve the economic well-being of New Hampshire.

July 27, 2005

BRAC Commission

General James T. Hill
Base Realignment and Closure Commission
2521 South Clark St., Suite 600
Arlington, VA 22202

JUL 29 2005

Received

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Business & Industry Association of New Hampshire

To promote and preserve the economic well-being of New Hampshire.

July 27, 2005

BRAC Commission

General Lloyd Newton
Base Realignment and Closure Commission
2521 South Clark St., Suite 600
Arlington, VA 22202

JUL 29 2005

Received

Dear Commissioner Newton:

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Business & Industry Association of New Hampshire

To promote and preserve the economic well-being of New Hampshire.

July 27, 2005

Samuel Knox Skinner
Base Realignment and Closure Commission
2521 South Clark St., Suite 600
Arlington, VA 22202

BRAC Commission

JUL 29 2005

Received

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Business & Industry Association of New Hampshire

To promote and preserve the economic well-being of New Hampshire.

July 27, 2005

BRAC Commission

Brigadier General Sue Ellen Turner
Base Realignment and Closure Commission
2521 South Clark St., Suite 600
Arlington, VA 22202

JUL 29 2005

Received

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To promote and preserve the economic well-being of New Hampshire.

BRAC Commission

July 27, 2005

JUL 29 2005

Chairman Anthony Principi
Base Realignment and Closure Commission
2521 South Clark St., Suite 600
Arlington, VA 22202

Received

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cc: Senator Judd Gregg Senator John Sununu
Congressman Charles Bass Congressman Jeb Bradley
Governor John Lynch

July 28,2005

BRAC Commission

BRAC Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUL 29 2005

Received

RE: Portsmouth Naval Shipyard

Dear Commissioners:

As all the data has become known, it has only become clearer that closing the **Portsmouth Naval Shipyard** submarine overhaul and repair shipyard would be a strategic and costly mistake.

As you near your decision to *remove the Portsmouth Naval Shipyard from the closure* list, please consider the following:

Portsmouth has set all the standards the Navy goes by for efficient and cost effective submarine overhaul and repair, even beating it's own times and coast levels.

Portsmouth has and will continue to save the DOD, Navy and the taxpayer millions of dollars in repairs and overhauls.

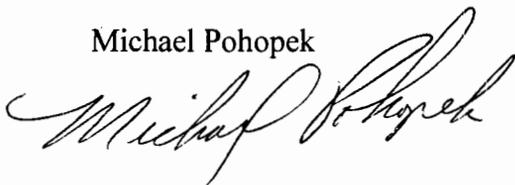
Portsmouth has a highly trained workforce, which you will lose if you close Portsmouth.

The Navy needs Portsmouth to keep all the other yards afloat with their skilled workforce to support, their dry docks, and their ability to change and adapt to the needs of our country.

I fully support taking Portsmouth Naval Shipyard off the BRAC closure list.

Thank You

Michael Pohopek

A handwritten signature in cursive script that reads "Michael Pohopek". The signature is written in black ink and is positioned below the typed name.

July, 2005

BRAC Commission

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

JUL 29 2005

Received

Dear Chairman Principi and BRAC Commissioners:

I am so concerned by the Defense Department's recommendation to close the Niagara Falls Air Force Reserve and Guard base. This recommendation is not in the nation's best interest and the BRAC Commission should reverse this decision and remove them from the closure list.

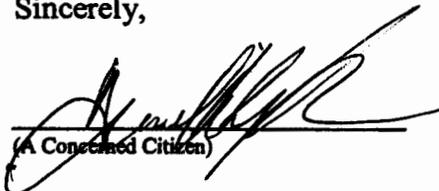
It is hard to understand why the Air Force has decided to take planes, missions and jobs away from so many Air Guard and Air Reserve bases and put them on the more costly Active Duty bases.

Please note that the media are conveying to us that we are facing significant challenges in recruiting during war time. As the only remaining major military installation in Western New York, Niagara Falls has been key to military recruitment.

The impact of this decision will be devastating to the New York Air National Guard and will make the Pentagon's efforts to recruit and retain military personnel even more difficult than it is now.

All New Yorkers stand with the Niagara Falls / Western New York community and are united in its support for this base, and its retention. Please, overturn the Pentagon's recommendation and keep the base open.

Sincerely,


(A Concerned Citizen)

1244 91st Street
(Address)

Niagara Falls, NY 14304
(City, State, Zip)

July 26, 2005
JUL 29 2005

Dear BRAC Commissioners,

Received

Hello! I am a child from York, Maine. I am writing this letter requesting that you take the Portsmouth Naval Shipyard off the base closure list. My father, James Egan, has worked there for a long time. As you know, for the past many years, The Portsmouth Naval Shipyard has been the most proficient at fixing the Los Angeles Class submarines. The shipyard is also the oldest, and is like a friend to the community. If the shipyard did close, many stores and restaurants would go out of business. There are also about 4,000 men and women that would lose there jobs and either be forced to move or find a new job. PNS saves the country a lot of money compared to other Naval shipyards or Naval bases. PNS also does the best job at the tasks they are given and finishes them on a timely schedule. I know many people in this area who work there would be disappointed if it closed. I am imploring you to take the Portsmouth Naval Shipyard off the list.

**Sincerely,
Laura Egan, Age 11**

BRAC Commission

Jane M. Ayotte
16 Burnette Drive
Rye, NH 03870

JUL 29 2005

Received

July 27, 2005

BRAC COMMISSION
Lloyd Newton, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner *Newton,*

4,800 Portsmouth Naval Shipyard workers are doing an outstanding job in performance in schedule, cost, quality and safety. They have provided the U.S. Navy with superlative work, universally acknowledged as the best nuclear submarine overhaul and refueling operation in the country.

For this reason the Portsmouth Naval Shipyard should remain open and not on the BRAC Commission's list for closure.

Closing the Portsmouth Naval Shipyard will result in loss of hundreds of millions of dollars associated with superior performance. Closure will also mean loss of jobs and effect the economy of our Seacoast community. Once the Shipyard is closed it would be virtually impossible to reopen, another loss to the Seacoast community.

Closure of the Portsmouth Naval Shipyard would be a mistake and not in the best interest of the defense of our country.

Yours truly,



Jane M. Ayotte

140 Norton Road
Kittery, Me 03904
July 29, 2005
BRAC Commission

2005 Defense Base Closure and Realignment Commission
2521 South Clark St., Suite 600
Arlington, Va. 22202

JUL 29 2005

Hon. Anthony J. Principi

Received

Sir:

This letter is in regard to the recommended closure of Portsmouth Naval Shipyard (PNSY).

I am a retired DoD employee. My career started at PNSY and ultimately I became a manager at the Naval Sea Systems Command (NAVSEA) and at the Defense Logistics Agency (DLA). After considering several aspects of the closure criteria, I am opposed to the closure of PNSY.

Much has been written about the Navy's excess capacity. As I draft this letter, there are 4 submarines undergoing work at PNSY and NAVSEA has directed PNSY to supply personnel for off-site work, including Scotland, Puget Sound NSY, San Diego, Naval Sub Base New London, and Electric Boat. The projected workload for PNSY over the next several years appears to be on-going and stable. Newspaper reports indicate the same is true of the other 3 public yards.

Published figures regarding PNSY state that it will cost \$448 million to close, with a savings of \$1.26 billion over a 20 year period. I feel certain that the \$448 million figure is to close the physical plant. You should note that PNSY is the only shipyard, public or private, that regularly completes quality work below cost and ahead of schedule. This amounts to a significant savings to the Navy, the Federal Government, and to the taxpayer. These savings should be projected out 20 years also and added to the \$448 million dollar cost to close the yard, as well as subtracting this amount from the projected savings of \$1.26 billion. I feel certain that projected costs are biased in favor of closings.

Twenty year projections are extremely difficult. It has been my experience that 5 year projections are good for scheduling purposes, but invariably are inaccurate. Projections are virtually always based on known work and never includes funding or facility availability for the unexpected. On that basis it hardly appears advantageous to close a public shipyard with available dry docks and, more importantly, a nuclear license. Once the nuclear license is gone, it is virtually impossible to retrieve.

Newspaper articles attributed to unnamed Navy sources have indicated that PNSY can only work on SSN688 class submarines. This statement, if true, is highly inaccurate. PNSY, over the years, has worked on mostly submarines. That is true, but the people have worked on everything from tugboats to fleet oilers. Their present workload of SSN688 class submarines derives from Navy assignments. The harbor, the channels, the berths, the drydocks, and the personnel can accommodate many classes of ships.

Homeland security is a watchword of today's society. There are presently 3 Coast Guard cutters homeported at PNSY for secure berthing and availability for northeast coastline search and rescue as well as security patrols. The closure of PNSY would create a significant hole in the northeast security network.

The northeast, particularly Maine, does not have a robust economy. In referring to the prospect of PNSY closing, a University of Southern Maine economist (Charles Colgan) stated it was a "dreaded monster" that "may eat much of the state's future economic growth" and result in "a decade of essentially no job growth in Maine". If his projection is true, the economic impact on local communities will be devastating. Further, I was appalled to learn that the Pentagon had not included the State of New Hampshire in its economic impact.

As a DoD employee, I always believed that politics did not enter military decisions. In this case, however, after reading Time (23 May 05); Newsweek (23 May 05); and articles in the Portsmouth NH

newspaper, I am very concerned. It certainly appears that "blue states" lose a great deal and "red states" will gain substantially. I sincerely hope that if politics is involved, your commission can and will separate military value from political acts.

I also believe that the BRAC commission should not be policy makers. It was reported in a local paper (Portsmouth Herald (NH)) that "commissioners would review fleet projections and are willing to make a decision that effectively determines the size of the sub fleet". The Pentagon's four year force review and congressional hearings should not be negated by your commission.

Finally, I am amazed at the overall consolidation and the fact that only one public shipyard would remain on the East coast. I thought that after an event like Pearl Harbor or 9/11 ; diversification of assets was of paramount importance. In today's climate, North Korea, Iran, and China should warrant serious consideration in your deliberations.

In closing, I am against the closure of PNSY for the variety of reasons stated.


Arnold Dickinson

JUL 29 2009

Dear Chairman Principi

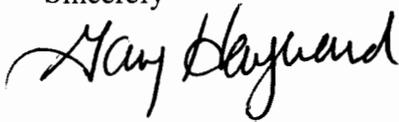
Received

I write to you today as a 28 year Portsmouth Navy Shipyard employee. I am a second-generation worker here, following my father's footsteps. I have three children that have their roots here. All of them have settled down in Maine and I'm a proud Grandfather. I would find leaving here almost impossible. I am proud of the work I do here. As you know our shipyard started over 200 years ago and has built and overhauled hundreds of ships as well as subs.

I hope that our effort has proven to you, beyond a shadow of a doubt, that we are the Cheapest, Fastest, Safest and have the best Quality of any private or public shipyard. We take pride in our work and know we will save the taxpayer more money by staying open than closing us. Isn't the BRAC commission here to get rid of waste and to save the US Government money? Please help us keep doing that by removing us from the closure list.

Last but not least, closing us would put a heavy financial burden on this Seacoast area. New England has been hit very hard with this round of base closures. Putting all the eggs in pretty much one-basket makes no sense to me. Please look at the facts and remove us from the BRAC List. The taxpayer will thank you for it.

Sincerely

A handwritten signature in black ink that reads "Gary Hayward". The signature is written in a cursive style with a large, sweeping initial "G".

140 Norton Road
Kittery, Me 03904
July 20, 2005

2005 Defense Base Closure and Realignment Commission
2521 South Clark St., Suite 600
Arlington, Va. 22202

BRAC Commission

Gen. James T. Hill

JUL 20 2005

Sir:

Received

This letter is in regard to the recommended closure of Portsmouth Naval Shipyard (PNSY).

I am a retired DoD employee. My career started at PNSY and ultimately I became a manager at the Naval Sea Systems Command (NAVSEA) and at the Defense Logistics Agency (DLA). After considering several aspects of the closure criteria, I am opposed to the closure of PNSY.

Much has been written about the Navy's excess capacity. As I draft this letter, there are 4 submarines undergoing work at PNSY and NAVSEA has directed PNSY to supply personnel for off-site work, including Scotland, Puget Sound NSY, San Diego, Naval Sub Base New London, and Electric Boat. The projected workload for PNSY over the next several years appears to be on-going and stable. Newspaper reports indicate the same is true of the other 3 public yards.

Published figures regarding PNSY state that it will cost \$448 million to close, with a savings of \$1.26 billion over a 20 year period. I feel certain that the \$448 million figure is to close the physical plant. You should note that PNSY is the only shipyard, public or private, that regularly completes quality work below cost and ahead of schedule. This amounts to a significant savings to the Navy, the Federal Government, and to the taxpayer. These savings should be projected out 20 years also and added to the \$448 million dollar cost to close the yard, as well as subtracting this amount from the projected savings of \$1.26 billion. I feel certain that projected costs are biased in favor of closings.

Twenty year projections are extremely difficult. It has been my experience that 5 year projections are good for scheduling purposes, but invariably are inaccurate. Projections are virtually always based on known work and never includes funding or facility availability for the unexpected. On that basis it hardly appears advantageous to close a public shipyard with available dry docks and, more importantly, a nuclear license. Once the nuclear license is gone, it is virtually impossible to retrieve.

Newspaper articles attributed to unnamed Navy sources have indicated that PNSY can only work on SSN688 class submarines. This statement, if true, is highly inaccurate. PNSY, over the years, has worked on mostly submarines. That is true, but the people have worked on everything from tugboats to fleet oilers. Their present workload of SSN688 class submarines derives from Navy assignments. The harbor, the channels, the berths, the drydocks, and the personnel can accommodate many classes of ships.

Homeland security is a watchword of today's society. There are presently 3 Coast Guard cutters homeported at PNSY for secure berthing and availability for northeast coastline search and rescue as well as security patrols. The closure of PNSY would create a significant hole in the northeast security network.

The northeast, particularly Maine, does not have a robust economy. In referring to the prospect of PNSY closing, a University of Southern Maine economist (Charles Colgan) stated it was a "dreaded monster" that "may eat much of the state's future economic growth" and result in "a decade of essentially no job growth in Maine". If his projection is true, the economic impact on local communities will be devastating. Further, I was appalled to learn that the Pentagon had not included the State of New Hampshire in its economic impact.

As a DoD employee, I always believed that politics did not enter military decisions. In this case, however, after reading Time (23 May 05); Newsweek (23 May 05); and articles in the Portsmouth NH

140 Norton Road
Kittery, Me 03904
July 20, 2005

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2521 South Clark St., Suite 600
Arlington, Va. 22202

BRAC Commission

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JUL 29 2005

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I also believe that the BRAC commision should not be policy makers. It was reported in a local paper (Portsmouth Herald (NH)) that "commisioners would review fleet projections and are willing to make a decision that effectively determines the size of the sub fleet". The Pentagon's four year force review and congressional hearings should not be negated by your commision.

Finally,I am amazed at the overall consolidation and the fact that only one public shipyard would remain on the East coast. I thought that after an event like Pearl Harbor or 9/11 ; diversification of assets was of paramount importance.In todays climate,North Korea,Iran,and China should warrant serious consideration in your deliberations.

In closing,I am against the closure of PNSY for the variety of reasons stated.



Arnold Dickinson

140 Norton Road
Kittery, Me 03904
July 20, 2005
BRAC Commission

2005 Defense Base Closure and Realignment Commission
2521 South Clark St., Suite 600
Arlington, Va. 22202

JUL 29 2005

Hon. Philip Coyle

Received

Sir:

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In closing, I am against the closure of PNSY for the variety of reasons stated.


Arnold Dickinson

BRAC Commission

JUL 29 2005

Received

38 David Drive
York, ME 03909
25 July 2005

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Coyle,

There have been discussions on being able to reduce the number of submarines by operating with double crews. We need to accept that this practice will increase the maintenance required. The new generation of 688 class submarines were designed with enough fuel to last the "life of the ship". This predicted life assumed a certain operational tempo which put it out to about 30 years.

By changing the operational tempo with two crews, the ship now only has enough fuel to last about 20 years. This creates the need to refuel the ships with a "life of the ship" core. Portsmouth Naval Shipyard is the recognized leader in refuelings.

This practice, if implemented, supports keeping Portsmouth Naval Shipyard open.

Respectfully yours,



(Ms.) Denise Richard-Pease

BRAC Commission

38 David Drive
York, ME 03909
25 July 2005

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

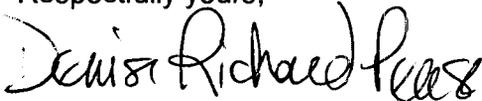
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Respectfully yours,

A handwritten signature in black ink that reads "Denise Richard-Pease". The signature is written in a cursive, flowing style.

(Ms.) Denise Richard-Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Bilbray,

I wish for you to consider the following on considering the value PNS provides the US Navy and the taxpayers of the USA.

By returning submarines early, there is a significant cost benefit beyond the lowered labor cost expended. A new submarine costs approximately \$2 billion and is planned on lasting for 30 years. Since they are on patrol for about 2/3 of that time (20years), the cost per month to own one is \$8.3 million. By having this asset tied up in overhaul longer than necessary, which will happen if Portsmouth's work is directed to other shipyards, the taxpayers will have paid for an asset that can not be used. This is no different than you or I having to pay for a car we can not use. We must find other transportation at extra cost and inconvenience. The same is true for the Navy. Another crew must make up for the lost operational time with extended deployments, or missions have to be eliminated.

In the last several years, PNS provided almost 19 months (75 weeks) of extra operational time that the Navy otherwise would not have. I am confident it was used wisely in the war on terrorism and the taxpayers of this country did get the benefit of \$350 million that it cost to own this asset for those 19 months.

Respectfully yours,



Donald W. Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Coyle,

I am writing this letter to provide information, for your consideration, on Portsmouth Naval Shipyard, a facility which the Navy has recognized as its top performing Shipyard and the one it wishes to close. The decision needs to take into consideration both the benefit in dollars to the Navy, and the military value or relevance of the facility. In order to best spend the taxpayers money, the Navy needs to perform maintenance work making smart business decisions.

Portsmouth Naval Shipyard, as recognized by the Navy, is the most efficient Shipyard, both private or public. Why is this. This workforce is adaptable. We have not worked on nuclear submarines for two hundred years, we have and always will support the Navy's needs in the most efficient way possible. The success of this Shipyard is the result of a dedicated, highly skilled workforce, an entity which cannot be transferred. Moving the work from Portsmouth Naval Shipyard is not a good business decision. For a business to be successful, they keep the most efficient plants operating, transferring the work to them, maximizing profitability. The skilled men and women were not transferred here. Many have worked here for generations. Apprentices are following in their parents footsteps. I myself am the fourth generation to work here and my nephew is the fifth. My nine year old son has told his teacher that he is learning math so he can work here when it is time. Shipbuilding and repair is embedded in the culture of the New England seacoast. The work ethic is unparalleled. This is not intended to say we deserve the Shipyard to stay open for the past, but to illustrate the depth of talent and dedication of the workforce and community. Even with the threat of closure, Portsmouth Naval Shipyard has over seven hundred applicants for about one hundred apprentice positions.

The workers at Portsmouth Naval Shipyard know the Navy needs money to pay for the needed maintenance. Our Nations ships are spending more operational hours at sea than was planned for when they were designed. They are coming into maintenance periods in tough shape, in need of modernization for changing missions. To support this, the workforce is continually improving to shorten schedules, improve costs, and as always with top quality, because we know we can still better our past performance. Our Nation is at war and this is our contribution.

As far as the military relevance is concerned, the support provided to the present conflict is a good example. Our Shipyard Commander told us last fall what our contribution was. During the war in Iraq, the Navy fired all the cruise missiles, even though the Air Force has more. Eight hundred fifty nine were launched, of which five hundred seventy four were from submarines. Three hundred seven of these from ships Portsmouth Naval Shipyard worked on. This means that in the most recent conflict, almost forty percent of all missiles were fired from boats we maintained.

The Portsmouth Naval Shipyard is exactly what the Navy and the taxpayers of this country need in this fiscally challenging time. We have supported this war and ready to continue helping defend this country.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'D. Pease', written in a cursive style.

Donald W. Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Received

Dear Commissioner Skinner,

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38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

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JUL 29 2005

Received

Dear Commissioner Gehman,

I am writing this letter to provide information, for your consideration, on Portsmouth Naval Shipyard, a facility which the Navy has recognized as its top performing Shipyard and the one it wishes to close. The decision needs to take into consideration both the benefit in dollars to the Navy, and the military value or relevance of the facility. In order to best spend the taxpayers money, the Navy needs to perform maintenance work making smart business decisions.

Portsmouth Naval Shipyard, as recognized by the Navy, is the most efficient Shipyard, both private or public. Why is this. This workforce is adaptable. We have not worked on nuclear submarines for two hundred years, we have and always will support the Navy's needs in the most efficient way possible. The success of this Shipyard is the result of a dedicated, highly skilled workforce, an entity which cannot be transferred. Moving the work from Portsmouth Naval Shipyard is not a good business decision. For a business to be successful, they keep the most efficient plants operating, transferring the work to them, maximizing profitability. The skilled men and women were not transferred here. Many have worked here for generations. Apprentices are following in their parents footsteps. I myself am the fourth generation to work here and my nephew is the fifth. My nine year old son has told his teacher that he is learning math so he can work here when it is time. Shipbuilding and repair is embedded in the culture of the New England seacoast. The work ethic is unparalleled. This is not intended to say we deserve the Shipyard to stay open for the past, but to illustrate the depth of talent and dedication of the workforce and community. Even with the threat of closure, Portsmouth Naval Shipyard has over seven hundred applicants for about one hundred apprentice positions.

The workers at Portsmouth Naval Shipyard know the Navy needs money to pay for the needed maintenance. Our Nations ships are spending more operational hours at sea than was planned for when they were designed. They are coming into maintenance periods in tough shape, in need of modernization for changing missions. To support this, the workforce is continually improving to shorten schedules, improve costs, and as always with top quality, because we know we can still better our past performance. Our Nation is at war and this is our contribution.

As far as the military relevance is concerned, the support provided to the present conflict is a good example. Our Shipyard Commander told us last fall what our contribution was. During the war in Iraq, the Navy fired all the cruise missiles, even though the Air Force has more. Eight hundred fifty nine were launched, of which five hundred seventy four were from submarines. Three hundred seven of these from ships Portsmouth Naval Shipyard worked on. This means that in the most recent conflict, almost forty percent of all missiles were fired from boats we maintained.

The Portsmouth Naval Shipyard is exactly what the Navy and the taxpayers of this country need in this fiscally challenging time. We have supported this war and ready to continue helping defend this country.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'D. Pease', with a long horizontal flourish extending to the right.

Donald W. Pease

38 David Drive
York, ME 03909
25 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

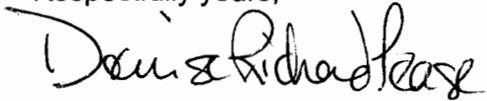
Dear Chairman Principi,

There have been discussions on being able to reduce the number of submarines by operating with double crews. We need to accept that this practice will increase the maintenance required. The new generation of 688 class submarines were designed with enough fuel to last the "life of the ship". This predicted life assumed a certain operational tempo which put it out to about 30 years.

By changing the operational tempo with two crews, the ship now only has enough fuel to last about 20 years. This creates the need to refuel the ships with a "life of the ship" core. Portsmouth Naval Shipyard is the recognized leader in refuelings.

This practice, if implemented, supports keeping Portsmouth Naval Shipyard open.

Respectfully yours,

A handwritten signature in black ink that reads "Denise Richard-Pease". The signature is written in a cursive style with a large initial 'D'.

(Ms.) Denise Richard-Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 27 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Hansen,

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The Portsmouth Naval Shipyard is exactly what the Navy and the taxpayers of this country need in this fiscally challenging time. We have supported this war and ready to continue helping defend this country.

Respectfully yours,

A handwritten signature in black ink, appearing to read "Dill" followed by a stylized flourish.

Donald W. Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Hansen,

I wish for you to consider the following on considering the value PNS provides the US Navy and the taxpayers of the USA.

By returning submarines early, there is a significant cost benefit beyond the lowered labor cost expended. A new submarine costs approximately \$2 billion and is planned on lasting for 30 years. Since they are on patrol for about 2/3 of that time (20years), the cost per month to own one is \$8.3 million. By having this asset tied up in overhaul longer than necessary, which will happen if Portsmouth's work is directed to other shipyards, the taxpayers will have paid for an asset that can not be used. This is no different than you or I having to pay for a car we can not use. We must find other transportation at extra cost and inconvenience. The same is true for the Navy. Another crew must make up for the lost operational time with extended deployments, or missions have to be eliminated.

In the last several years, PNS provided almost 19 months (75 weeks) of extra operational time that the Navy otherwise would not have. I am confident it was used wisely in the war on terrorism and the taxpayers of this country did get the benefit of \$350 million that it cost to own this asset for those 19 months.

Respectfully yours,



Donald W. Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Received

Dear Commissioner Skinner,

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The Portsmouth Naval Shipyard is exactly what the Navy and the taxpayers of this country need in this fiscally challenging time. We have supported this war and ready to continue helping defend this country.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'D. Pease', with a stylized flourish at the end.

Donald W. Pease

Morton F. Page
181 Sherwood Forest
Exeter, NH 03833
Tel.603-772-3957

BRAC Commission

July 25, 2005 **JUL 29 2005**

Received

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

Dear Mr. Chairman,

As a retired senior manager at Portsmouth Naval Shipyard I would appreciate your indulgence, and that of your commission members, in considering my views on the current deliberations.

In recent testimony before your commission, GAO Comptroller General David Walker stated that "Unless we reduce heads there is really no cost savings". He is only partially correct. (For example, reducing shipworkers by half might well necessitate twice as many mandays and double the time a ship is out of service). **Maximum savings can result only by reducing the "Bottom line"**-i.e.total costs made up of labor, overhead, material costs and profit! There is no "excess capacity" of dry docks, cranes, nuclear handling and storage facilities, etc. at the five principal nuclear submarine overhaul facilities.

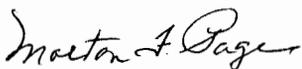
Regardless of shrinkage of the active submarine force, *closing Portsmouth will not reduce Bottom Line maintenance costs.* Surviving nuclear qualified shipyards, both public and private, will simply be assigned remaining ships. In as much as Portsmouth consistently overhauls submarines for \$25 to \$62 million less than the prospective surviving shipyards, basic logic indicates that eliminating "heads" at Portsmouth will increase, not reduce costs! Cleanup expense, unaccounted for in DOD analyses will further increase costs.

So how can the Navy maximize cost reductions?. *I believe the answer is **fix pricing maintenance tasks at all qualifying shipyards, including Portsmouth.*** (During my tenure in the 1970's, Portsmouth fix priced overhauls and avoided costly overruns!). Similar results continue to this day.

Fix pricing will lead to rewarding cost effective performers with more assignments and motivating less competent ones to improve. Portsmouth is currently the outstanding member of the "One Shipyard" corporate body.. Closing Portsmouth is akin to amputating its right arm in stead of "trimming fat" from its entire corpus.

Retaining Portsmouth admittedly would cause modest-but not traumatic- reductions in future work assignments to surviving shipyards. Conversely, it would retain a vital facility that might be needed in time of national emergency. It would also avoid the devastating financial impact, unrecognized in DOD's criteria analyses, throughout the Portsmouth geographical area.

Sincerely yours,


Morton F. Page

JUL 29 2005

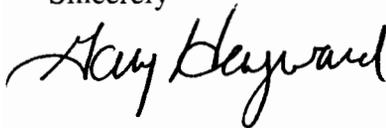
Dear Commissioner Hill

I write to you today as a 28 year Portsmouth Navy Shipyard employee. ^{Received} I am a second-generation worker here, following my father's footsteps. I have three children that have their roots here. All of them have settled down in Maine and I'm a proud Grandfather. I would find leaving here almost impossible. I am proud of the work I do here. As you know our shipyard started over 200 years ago and has built and overhauled hundreds of ships as well as subs.

I hope that our effort has proven to you, beyond a shadow of a doubt, that we are the Cheapest, Fastest, Safest and have the best Quality of any private or public shipyard. We take pride in our work and know we will save the taxpayer more money by staying open than closing us. Isn't the BRAC commission here to get rid of waste and to save the US Government money? Please help us keep doing that by removing us from the closure list.

Last but not least, closing us would put a heavy financial burden on this Seacoast area. New England has been hit very hard with this round of base closures. Putting all the eggs in pretty much one-basket makes no sense to me. Please look at the facts and remove us from the BRAC List. The taxpayer will thank you for it.

Sincerely

A handwritten signature in black ink that reads "Gary Hayward". The signature is written in a cursive, flowing style.

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Newton,

I am writing this letter to provide information, for your consideration, on Portsmouth Naval Shipyard, a facility which the Navy has recognized as its top performing Shipyard and the one it wishes to close. The decision needs to take into consideration both the benefit in dollars to the Navy, and the military value or relevance of the facility. In order to best spend the taxpayers money, the Navy needs to perform maintenance work making smart business decisions.

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Respectfully yours,

A handwritten signature in black ink, appearing to read 'DWR', written in a cursive style.

Donald W. Pease

BRAC Commission

140 Norton Road
Kittery, Me 03901
July 20, 2005

Received

2005 Defense Base Closure and Realignment Commission
2521 South Clark St., Suite 600
Arlington, Va. 22202

Hon. James V. Hansen

Sir:

This letter is in regard to the recommended closure of Portsmouth Naval Shipyard (PNSY).

I am a retired DoD employee. My career started at PNSY and ultimately I became a manager at the Naval Sea Systems Command (NAVSEA) and at the Defense Logistics Agency (DLA). After considering several aspects of the closure criteria, I am opposed to the closure of PNSY.

Much has been written about the Navy's excess capacity. As I draft this letter, there are 4 submarines undergoing work at PNSY and NAVSEA has directed PNSY to supply personnel for off-site work, including Scotland, Puget Sound NSY, San Diego, Naval Sub Base New London, and Electric Boat. The projected workload for PNSY over the next several years appears to be on-going and stable. Newspaper reports indicate the same is true of the other 3 public yards.

Published figures regarding PNSY state that it will cost \$448 million to close, with a savings of \$1.26 billion over a 20 year period. I feel certain that the \$448 million figure is to close the physical plant. You should note that PNSY is the only shipyard, public or private, that regularly completes quality work below cost and ahead of schedule. This amounts to a significant savings to the Navy, the Federal Government, and to the taxpayer. These savings should be projected out 20 years also and added to the \$448 million dollar cost to close the yard, as well as subtracting this amount from the projected savings of \$1.26 billion. I feel certain that projected costs are biased in favor of closings.

Twenty year projections are extremely difficult. It has been my experience that 5 year projections are good for scheduling purposes, but invariably are inaccurate. Projections are virtually always based on known work and never includes funding or facility availability for the unexpected. On that basis it hardly appears advantageous to close a public shipyard with available dry docks and, more importantly, a nuclear license. Once the nuclear license is gone, it is virtually impossible to retrieve.

Newspaper articles attributed to unnamed Navy sources have indicated that PNSY can only work on SSN688 class submarines. This statement, if true, is highly inaccurate. PNSY, over the years, has worked on mostly submarines. That is true, but the people have worked on everything from tugboats to fleet oilers. Their present workload of SSN688 class submarines derives from Navy assignments. The harbor, the channels, the berths, the drydocks, and the personnel can accommodate many classes of ships.

Homeland security is a watchword of today's society. There are presently 3 Coast Guard cutters homeported at PNSY for secure berthing and availability for northeast coastline search and rescue as well as security patrols. The closure of PNSY would create a significant hole in the northeast security network.

The northeast, particularly Maine, does not have a robust economy. In referring to the prospect of PNSY closing, a University of Southern Maine economist (Charles Colgan) stated it was a "dreaded monster" that "may eat much of the state's future economic growth" and result in "a decade of essentially no job growth in Maine". If his projection is true, the economic impact on local communities will be devastating. Further, I was appalled to learn that the Pentagon had not included the State of New Hampshire in its economic impact.

As a DoD employee, I always believed that politics did not enter military decisions. In this case, however, after reading Time (23 May 05); Newsweek (23 May 05); and articles in the Portsmouth NH

newspaper, I am very concerned. It certainly appears that "blue states" lose a great deal and "red states" will gain substantially. I sincerely hope that if politics is involved, your commission can and will separate military value from political acts.

I also believe that the BRAC commission should not be policy makers. It was reported in a local paper (Portsmouth Herald (NH)) that "commissioners would review fleet projections and are willing to make a decision that effectively determines the size of the sub fleet". The Pentagon's four year force review and congressional hearings should not be negated by your commission.

Finally, I am amazed at the overall consolidation and the fact that only one public shipyard would remain on the East coast. I thought that after an event like Pearl Harbor or 9/11; diversification of assets was of paramount importance. In today's climate, North Korea, Iran, and China should warrant serious consideration in your deliberations.

In closing, I am against the closure of PNSY for the variety of reasons stated.


Arnold Dickinson

Dear Commissioner Hansen

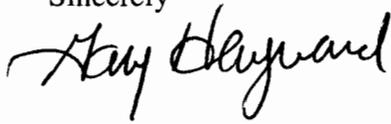
JUL 29 2009

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Sincerely

A handwritten signature in black ink that reads "Andy Hayward". The signature is written in a cursive, flowing style.

Michael & Barbara Brulotte

70 Ham Road
New Durham NH 03855

BRAC Commission

JUL 29 2005

Received

July 27, 2005

James V. Hansen
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Sir,

We are writing you in regard to the BRAC Commissions decision on closing the Portsmouth Naval Shipyard.

The Portsmouth Naval Shipyard is the preeminent shipyard in the Navy. As you must know by now it has been said to hold the gold standard for management-labor relations. It had reduced it overhauls from 20 months to eight month. Which means it makes submarines seaworthy and available to the war fighter. If you close Portsmouth you will lose three certified nuclear-capable drydocks. With the loss of Irreplaceable skills of generations of people who work at this facility which will not be able to be exported or replicated. Portsmouth holds the OSHA STAR of safety which reduces the cost to the Navy in Workers Compensation claims. By ignoring Portsmouth proven record of efficiency, by ignoring its military value, by underestimating the cost of closing the Shipyard, by ignoring the impact on Maine and New Hampshire we believe closing Portsmouth would be disastrous to the defense of our Nation.

My husband has worked at the Portsmouth Naval Shipyard for 30 years and has always been committed and proud to perform the best work possible to insure the safety of the men aboard these submarines.

Thank you for your time, we hope this letter will help with your decision to keep Portsmouth Naval Shipyard open.

Sincerely yours,

Michael Brulotte
Barbara Brulotte

Michael & Barbara Brulotte

7/26/05

Sirs,

Please keep the
Portsmouth Navy Yard
open.

Thank You
Joan Morrison
92 Cynthia Cir
Seabrook, NH.

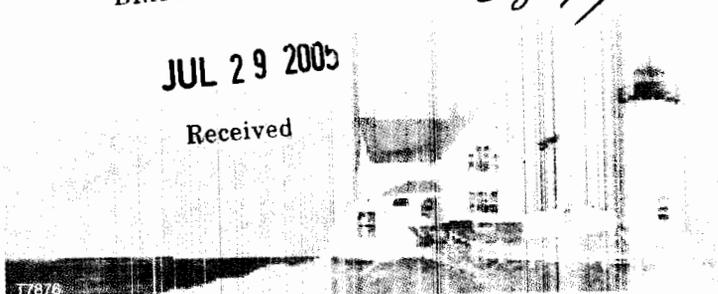
BRAC Commission

03874

JUL 29 2005

Received

T7876



7/26/05

Sirs,

Please keep the
Portsmouth Navy Yard
open.

Thank You

Joe Morrison
92 Cynthia Cir
Seabrook, N.H.

BRAC Commission

03874

JUL 29 2005

Received

T7876

38 David Drive
York, ME 03909
25 July 2005

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

BRAC Commission

JUL 29 2005

Received

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This practice, if implemented, supports keeping Portsmouth Naval Shipyard open.

Respectfully yours,



(Ms.) Denise Richard-Pease

170 Dennett Street BRAC Commission
Portsmouth, NH 03801

July 24, 2005

JUL 29 2005

Received

Dear Commissioners Principi:

The most important reason for keeping the Portsmouth Naval Shipyard open is the Navy Department's statement that the shipyard sets the gold standard for performance in the repair of nuclear submarines.

There are many other reasons of which I am sure you are well aware.

Please vote in favor of Portsmouth.

Yours truly,

Anne Seaw

170 Dennett Street
Portsmouth, NH 03801 BRAC Commission

July 24, 2005 - JUL 29 2005

Received

The Hon. Philip Coyle
2521 Smith Clark Street, Suite 600
Alexandria, VA 22202

Dear Sir:

Please do not vote to close the
Portsmouth Naval Shipyard which
the Navy Department repeatedly
rates the best in performance of
its duties:

There are many other reasons to
keep it open. You have heard them
all. Please vote accordingly.

Yours truly,
Anne Sears

170 Dennett Street
Portsmouth, NH 03801

BRAC Commission

July 26, 2005

JUL 29 2005

Received

Dear General Turner:

The Portsmouth Naval Shipyard is very important to this area and has been for over two hundred years, but the reason you should vote to keep it open is primarily an economic one. The yard's performance, year after year, is the best and deserves recognition of the most practical kind: remaining open and operating.

Please vote in the yard's favor.

Yours truly,
Anne Sears

170 Dennett Street
Portsmouth, NH 03801

BRAC Commission

July, 24, 2005 JUL 29 2005

Dear Commissioner Nausen: Received

Please vote to keep the Portsmouth Naval Shipyard open.

For more than two hundred years, the yard has been an important and integral part of this area and of the United States Navy. The Navy Department rates its performance as of the very highest. The government gets its moneys worth here.

Please vote for all the shipyard workers and all of us here in this area. It is a vote that will benefit the rest of the country, too.

Yours truly,
Anne Sears

170 Dennett Street
Portsmouth, NH 03801

BRAC Commission

JUL 25 2005

Received

July 24, 2005

Dear Commissioner Billray:

Please vote to keep the Portsmouth Naval Shipyard open.

I know you have heard the many arguments in favor of doing so; I will not repeat them all.

The most compelling is the Navy's own rating as the "Gold Standard" in submarine repair and maintenance.

I have no association with the yard other than living in this city.

Please, please vote in favor of keeping the yard open.

Yours truly,
Anne Easo

170 Dennett Street
Portsmouth, NH 03801 BRAC Commission

July 26, 2005 JUL 29 2005

Received

Dear Commissioners Skinner:

Please vote to keep the Portsmouth Naval Shipyard open. The yard does the best repair and overhaul of submarines of all the government facilities. It should remain open for economic reasons as well as its historic significance and its importance to this area.

Thank you for thinking carefully before you vote.

Yours truly,
Renee Sears

170 Dennett Street
Portsmouth, NH 03801 BRAC Commission

July 24, 2005 JUL 29 2005

Dear Commissioner Gehman: ^{Received}

Please vote to keep the shipyard open.

I know you have heard the many arguments in its favor. To me, the most compelling is the Navy Department's judgment that Portsmouth's performance record is the highest and has been for many years.

The country needs the Portsmouth Naval Shipyard, and the shipyard and this community need your vote of confidence.

Yours truly,
Anne Sears

170 Dennett Street
Portsmouth, NH 03801

BRAC Commission

JUL 29 2005

Received

July 24, 2005

Dear Commissioners Hill:

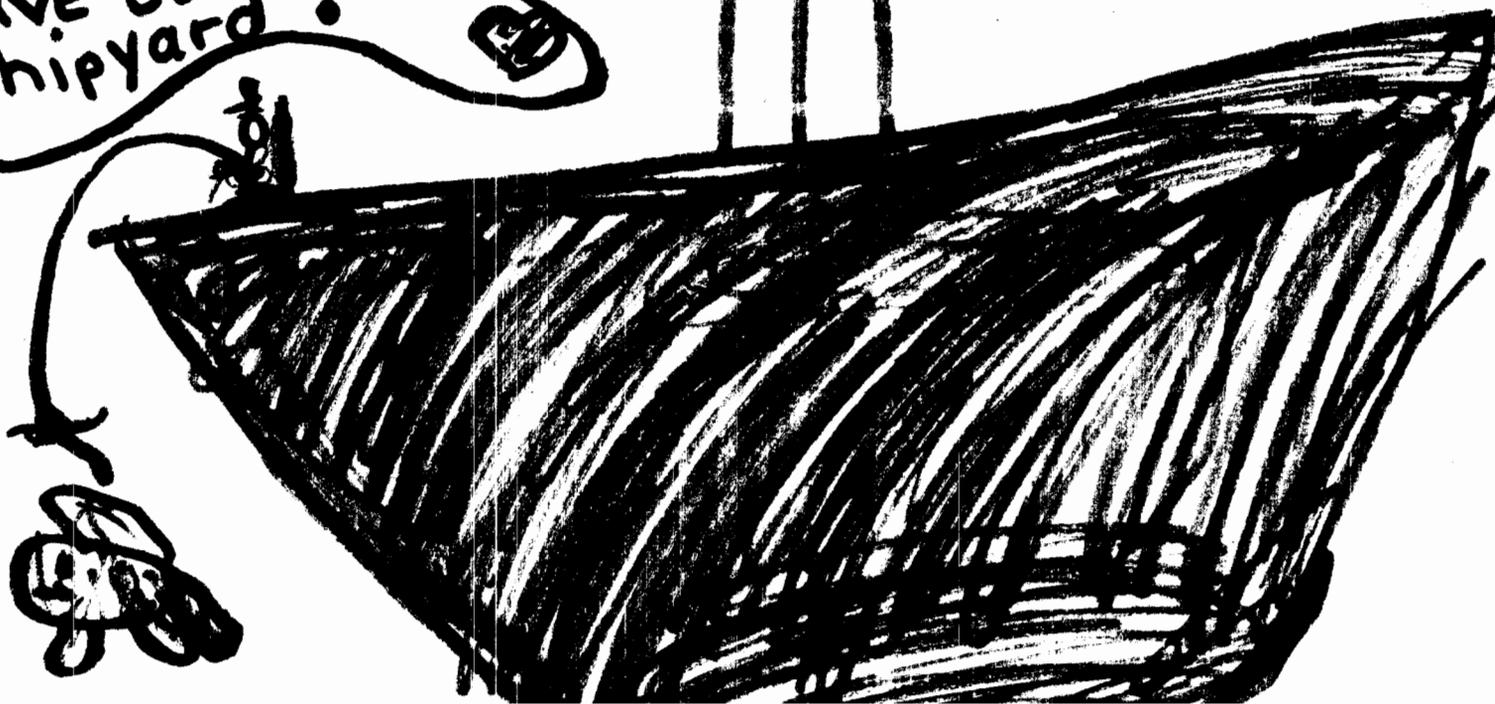
A vote in favor of keeping the Portsmouth Naval Shipyard open is a vote that will save the government money and will insure the highest quality performance on the repair and overhaul of submarines. There is no economic reason to close the yard.

Many other arguments can be made for keeping the yard open, and I know you have heard them all.

Please do not vote to shut the yard down.

Yours truly,
Gene Sears

SARAH
6
Save our
Shipyard!



18 Grove Street
East Rochester, NH 03868

BRAC Commission

JUL 29 2005

Received

Commissioner Hansen
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Hansen,

Please take the Portsmouth Naval Shipyard off the closure list. Closing this Shipyard will result in loss of thousands of millions of dollars associated with superior performance. PNS has a proven track record of completing work ahead of schedule, at lower cost with superior quality.

Closing PNS will leave this area without any Homeland Security.

Thank you for your concern.

Sincerely,



Arlene Brennan

18 Grove Street
East Rochester, NH 03868

BRAC Commission

Commissioner Hill
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUL 29 2005

Received

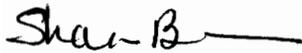
Dear Commissioner Hill,

Please take the Portsmouth Naval Shipyard off the closure list. Closing this Shipyard will result in loss of thousands of millions of dollars associated with superior performance. PNS has a proven track record of completing work ahead of schedule, at lower cost with superior quality.

Closing PNS will leave this area without any Homeland Security.

Thank you for your concern.

Sincerely,

A handwritten signature in black ink that reads "Sharon Brennan" with a horizontal line extending to the right.

Sharon Brennan

Normand L. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

July 27, 2005

Received

BRAC COMMISSION

James T. Hill, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Hill;

4,800 Portsmouth Naval Shipyard workers are doing an outstanding job in performance in schedule, cost, quality and safety. They have provided the U.S. Navy with superlative work, universally acknowledged as the best nuclear submarine overhaul and refueling operation in the country. For this reason the Portsmouth Naval Shipyard should remain open and not on the BRAC Commission's list for closure.

Closing the Portsmouth Naval Shipyard will result in loss of hundreds of millions of dollars associated with superior performance. Closure will also mean loss of jobs and effect the economy of our Seacoast community. Once the Shipyard is closed it would be virtually impossible to reopen, another loss to the Seacoast community.

I am part of three generations of Portsmouth Naval Shipyard workers. My father, myself and my son and daughter have proudly worked at the Portsmouth Naval Shipyard.

Closure of the Portsmouth Naval Shipyard would be a mistake and not in the best interest of the defense of our country.

Yours truly,


Normand L. Ayotte

Jane M. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

July 27, 2005

Received

BRAC COMMISSION
Phillip Coyle, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Coyle;

4,800 Portsmouth Naval Shipyard workers are doing an outstanding job in performance in schedule, cost, quality and safety. They have provided the U.S. Navy with superlative work, universally acknowledged as the best nuclear submarine overhaul and refueling operation in the country.

For this reason the Portsmouth Naval Shipyard should remain open and not on the BRAC Commission's list for closure.

Closing the Portsmouth Naval Shipyard will result in loss of hundreds of millions of dollars associated with superior performance. Closure will also mean loss of jobs and effect the economy of our Seacoast community. Once the Shipyard is closed it would be virtually impossible to reopen, another loss to the Seacoast community.

Closure of the Portsmouth Naval Shipyard would be a mistake and not in the best interest of the defense of our country.

Yours truly,



Jane M. Ayotte

Jane M. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

July 27, 2005

Received

BRAC COMMISSION

James H. Bilbray, Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Bilbray;

4,800 Portsmouth Naval Shipyard workers are doing an outstanding job in performance in schedule, cost, quality and safety. They have provided the U.S. Navy with superlative work, universally acknowledged as the best nuclear submarine overhaul and refueling operation in the country. For this reason the Portsmouth Naval Shipyard should remain open and not on the BRAC Commission's list for closure.

Closing the Portsmouth Naval Shipyard will result in loss of hundreds of millions of dollars associated with superior performance. Closure will also mean loss of jobs and effect the economy of our Seacoast community. Once the Shipyard is closed it would be virtually impossible to reopen, another loss to the Seacoast community.

Closure of the Portsmouth Naval Shipyard would be a mistake and not in the best interest of the defense of our country.

Yours truly,



Jane M. Ayotte

454 Lincoln Avenue
Portsmouth, NH 03801
July 27, 2005

BRAC Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

BRAC Commission

RE: Portsmouth Naval Shipyard

JUL 29 2005

Dear Commissioners:

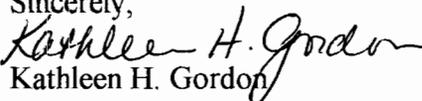
Received

Thank you for your continued consideration of the facts about the Portsmouth Naval Shipyard. As the data have become known, it has only become clearer that closing the "Gold Standard" submarine overhaul and repair shipyard would be a strategic, costly mistake.

As you near your decision to remove the Portsmouth Naval Shipyard from the closure list, please consider the following:

- Portsmouth Naval Shipyard has set all standards for efficient and cost effective sub overhaul and repair, even beating its own time and cost levels. Standards will be lowered if you close Portsmouth Naval Shipyard.
- Portsmouth Naval Shipyard has and will continue to save DOD, the Navy, and me, the tax payer, millions of dollars. Costs will increase if you close Portsmouth Naval Shipyard.
- Portsmouth Naval Shipyard has a highly skilled, especially trained workforce. Teams from the Portsmouth Naval Shipyard travel to other yards in our country and around the world to share their skills, repairing boats and training other personnel. You will lose this workforce forever if you close Portsmouth Naval Shipyard.
- There is no excess capacity. There will be a back up of work at other yards and subs will be out of commission and unavailable for defense, costs will skyrocket and strategic defense of our nation will be compromised. You will lose needed capacity if you close Portsmouth Naval Shipyard.

The world is not stable. A specific, Congressionally approved long term plan for the size of the sub fleet is not in place and approved. I am sure that if you review the facts, you will agree with me that closing Portsmouth Naval Shipyard is not the right decision. Please remove the "Gold Standard" shipyard from the closure list.

Sincerely,

Kathleen H. Gordon

July 27, 2005

JUL 29 2005

BRAC Commissioners
2521 South Clark Street, Suite 600
Arlington, VA 22202

Received

RE: Portsmouth Naval Shipyard

Dear BRAC Commissioners,

I am writing to you today to encourage you to keep the best nuclear submarine overhaul and refueling operation in the country open, the Portsmouth Naval Shipyard.

The Portsmouth Naval Shipyard (PNS) consistently finish jobs ahead of schedule and below cost saving taxpayers and the government millions of dollars. It makes no economic sense to close PNS since it is such an effective base.

I encourage you to look closely at the facts and am sure you will find there is no excess capacity among public shipyards for the Navy. Furthermore, the Navy cannot do its work effectively without the Portsmouth Naval Shipyard.

Closing PNS is irreversible, would be economically devastating to the area, and would result in the loss of hundreds of millions of dollars associated with superior performance. Please, keep the 205 year old Portsmouth Naval shipyard open and thriving into the future.

Sincerely,



Susan C. Kelly-Westman
146 Beech Ridge Road
York, ME 03909

Sue Ann Doyle
89 Deer Hill Road
Brentwood, NH 03833
July 24, 2005

Philip Coyle
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia, 22202

BRAC Commission

JUL 29 2005

Received

Dear Mr. Coyle,

I am deeply concerned with regards to effectiveness of the Navy to do without it's top submarine repair facility if The Portsmouth Naval Shipyard remains on the closure list and is closed with this round of closures. From all that is written and discussed given the number of submarines currently operating the Navy cannot do without any yards for overhaul and repair. There is not enough space, quality manpower or time among the other yards to pick up the slack if the Portsmouth Naval Shipyard is closed. There is not excess capacity among the public shipyards for the Navy. The Navy cannot do it's job effectively without Portsmouth Naval Shipyard. Unless, not being able to service the number of subs at the remaining yards is the Navy's way to reduce the submarine fleet by the "back door" so to speak instead of through the normal channels. The Navy needs Portsmouth Naval Shipyard. It has proven itself as you know to be the fastest and most cost effective facility in the country. The Navy has acknowledged the achievements of Portsmouth with numerous awards for the efficient, effective, and expertise of the workforce at the yard. It makes no sense to close the most economic yard. As a taxpayer I appreciate that fact and am proud to have a son in law who is responsible for saving millions of tax dollars. They are well spent at the Portsmouth Naval Shipyard.

Speaking of my son in law, you can be sure the Navy will lose one top notch nuclear welding inspector along with countless other expert craftsmen if the yard closes. With 200 years of families tied to the area, with generation after generation working at the yard, civilians value family first unlike the military, a base closes you move on to the next base, the civilians won't go to the other yards. They are already looking for other positions, reeducation options, and areas where they can modify their skills to stay right here at home. The other yards won't stand a chance with added work and the loss of skilled, experienced craftsmen to get the extra jobs done, putting the Navy at risk with fewer subs available. There is that "back door" again. Doesn't make me sleep safe and secure. The Navy does not have excess capacity among the public shipyards. I ask you to support removing the Portsmouth Naval Shipyard from the closure List.

Respectfully Submitted,
Sue Ann Doyle



Sue Ann Doyle
89 Deer Hill Road
Brentwood, NH 03833
July 24, 2005
BRAC Commission

Adm. Harold W. Gehman, Jr.
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia, 22202

JUL 29 2005

Received

Dear Admiral Gehman,

I am deeply concerned with regards to effectiveness of the Navy to do without it's top submarine repair facility if The Portsmouth Naval Shipyard remains on the closure list and is closed with this round of closures. From all that is written and discussed given the number of submarines currently operating the Navy cannot do without any yards for overhaul and repair. There is not enough space, quality manpower or time among the other yards to pick up the slack if the Portsmouth Naval Shipyard is closed. There is not excess capacity among the public shipyards for the Navy. The Navy cannot do it's job effectively without Portsmouth Naval Shipyard. Unless, not being able to service the number of subs at the remaining yards is the Navy's way to reduce the submarine fleet by the "back door" so to speak instead of through the normal channels. The Navy needs Portsmouth Naval Shipyard. It has proven itself as you know to be the fastest and most cost effective facility in the country. The Navy has acknowledged the achievements of Portsmouth with numerous awards for the efficient, effective, and expertise of the workforce at the yard. It makes no sense to close the most economic yard. As a taxpayer I appreciate that fact and am proud to have a son in law who is responsible for saving millions of tax dollars. They are well spent at the Portsmouth Naval Shipyard.

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Respectfully Submitted,
Sue Ann Doyle



Sue Ann Doyle
89 Deer Hill Road
Brentwood, NH 03833
July 24, 2005

BRAC Commission

James H. Bilbray
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia, 22202

JUL 29 2005

Received

Dear Mr. Bilbray,

I am deeply concerned with regards to effectiveness of the Navy to do without it's top submarine repair facility if The Portsmouth Naval Shipyard remains on the closure list and is closed with this round of closures. From all that is written and discussed given the number of submarines currently operating the Navy cannot do without any yards for overhaul and repair. There is not enough space, quality manpower or time among the other yards to pick up the slack if the Portsmouth Naval Shipyard is closed. There is not excess capacity among the public shipyards for the Navy. The Navy cannot do it's job effectively without Portsmouth Naval Shipyard. Unless, not being able to service the number of subs at the remaining yards is the Navy's way to reduce the submarine fleet by the "back door" so to speak instead of through the normal channels. The Navy needs Portsmouth Naval Shipyard. It has proven itself as you know to be the fastest and most cost effective facility in the country. The Navy has acknowledged the achievements of Portsmouth with numerous awards for the efficient, effective, and expertise of the workforce at the yard. It makes no sense to close the most economic yard. As a taxpayer I appreciate that fact and am proud to have a son in law who is responsible for saving millions of tax dollars. They are well spent at the Portsmouth Naval Shipyard.

Speaking of my son in law, you can be sure the Navy will lose one top notch nuclear welding inspector along with countless other expert craftsmen if the yard closes. With 200 years of families tied to the area, with generation after generation working at the yard, civilians value family first unlike the military, a base closes you move on to the next base, the civilians won't go to the other yards. They are already looking for other positions, reeducation options, and areas where they can modify their skills to stay right here at home. The other yards won't stand a chance with added work and the loss of skilled, experienced craftsmen to get the extra jobs done, putting the Navy at risk with fewer subs available. There is that "back door" again. Doesn't make me sleep safe and secure. The Navy does not have excess capacity among the public shipyards. I ask you to support removing the Portsmouth Naval Shipyard from the closure List.

Respectfully Submitted,
Sue Ann Doyle



Amy Culp
251 Emery's Bridge Road
South Berwick, Maine 03908

BRAC Commission

July 27, 2005

JUL 29 2005

BRAC Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Received

Dear BRAC Commission Chairperson Principi, BRAC Commissioners Bilbray, Coyle, Gehman, Hansen, Hill, Newton, Skinner, and Turner:

I am writing this letter in support of the Portsmouth Naval Shipyard (PNS) which clearly has been included in error on your list. To date, six of you have visited the PNS and have had the opportunity to witness directly the importance of the shipyard within our community. You have seen the many lives that are affected by the daily stress of not knowing whether or not the yard will stay open. These lives will be infinitely affected should you decide to keep the PNS on your list. A closure would be detrimental to the New Hampshire, Maine, and Massachusetts' economy, as well as make a statement about the Commission's support of American history.

Data has revealed that the PNS has outstanding performance in schedule, cost, quality and safety. What kind of declaration would you make to close a shipyard with such impeccable merits? Closing the PNS will result in a loss of hundreds of millions of dollars associated with its superior performance.

In conclusion, I realize that you are being asked to make tough decisions. Personally, I can attest that it is not easy being on the recipient's end of your decision. My husband works for the PNS so we feel daily stress wondering what our future holds. Our community is feeling overwhelming stress and confusion. How can a shipyard that has demonstrated such high standards be punished in this manner? It does not make sense to us. Please show the Administration that you are able to make more logical decisions and take the PNS off the closure list. Your support is appreciated by many.

Sincerely,



Amy Culp
Citizen of South Berwick, Maine

7-20-05

BRAC Commission

To Whom it may concern:

JUL 29 2005

Received

In respond to Kittery & Brunswick Naval Stations. Maine is a hurting state with jobs, we need stability not only for our state, but, for our families. If we can't trust a government job to be stable who can we trust and where can we go. The slogan "We want you" doesn't mean closing bases and people loosing jobs. Save our Bases!!!

Cynthia Hunt
Maine

21 July 2005

BRAC Commission

JUL 29 2005

Received

The Honorable Samuel K. Skinner

Defense Base Closure and Relignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Skinner:

I am writing to request that you take the Portsmouth Naval Shipyard off the closure list. I was shocked to find PNS, with its fine business record of meeting and beating schedules, reducing costs, and maintaining quality repairs in a safe environment, on the closure list.

Submarines play a very vital part in the defense of our nation. Portsmouth Naval Shipyard has a long and noble record of service with an experienced and trained work force. The ready capacity of its dry-docks and personnel should not be discarded.

Sincerely,

A handwritten signature in cursive script, reading "L. Forbes Getchell". The signature is written in black ink and is positioned above the printed name.

L. Forbes Getchell, D.D.S.

51 No. Main St.
Newmarket, NH 03857-1216

William F. Getchell
PO Box 867
Durham, NH, 03824
(603) 868-7273

BRAC Commission

JUL 29 2005

July 20, 2005

Received

Brigadier General Sue E. Turner, USAF (Ret)

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Turner,

I am writing to request that you take the Portsmouth Naval Shipyard off the closure list. I was shocked to find PNS, with its fine business record of meeting and beating schedules, reducing costs, and maintaining quality repairs in a safe environment, on the closure list. I have worked at PNS for four years now and feel pride in our accomplishments and look forward to continuing to give the American People (my brothers and sisters) the best protection from foreign powers and terrorist elements.

The current administration stresses the quality of stealth technology and demands that we provide as little downtime for repairs as possible for weapons systems. Why, then would our military cut back on our stealthiest weapon, the submarine?? Why, spend money designing a surface stealth craft, which may be less visible to radar than other surface craft, but that will have a catamaran's enormous sonar signature and will be easily visible to the naked eye or satellite. The submarine under water is invisible to the naked eye, has no radar signature at all and a minimal sonar signature. This administration speaks of saving money while it tosses it out the window as fast as we pay our taxes on untried technology. This begs another question. Why is the Secretary of the Defense redesigning the military when it is obviously the best in the history of the world? We have a saying in NH: "If it ain't broke don't fix it."

I may have misunderstood, but I was under the impression that the Base Realignment and Closure list was revisited this time because only a small percentage of bases had been closed in previous closures. Four out of eight Naval Shipyards have been closed previously. That amounts to Fifty percent of the Naval Shipyards!! It seems to me that that was sufficient reduction. We barely have enough shipyard capacity with four shipyards when we are at war with land locked Iraq. Shouldn't we design our navy for the eventuality of war with a navy? If this administration really wants to minimize downtime for ship repairs, then why is Portsmouth Naval Shipyard on the closure list??? All we hear about for three years is surge capacity. This shipyard delivered just that and this is how we are rewarded??

Thank you for your time and effort in behalf of our country and the good people in the Portsmouth area.

Sincerely,



William F. Getchell

Jane M. Ayotte
16 Burnette Drive
Rye, NH 03870

BRAC Commission

JUL 29 2005

Received

July 27, 2005

BRAC COMMISSION

Harold W. Gehman Jr., Commissioner
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner *Gehman,*

4,800 Portsmouth Naval Shipyard workers are doing an outstanding job in performance in schedule, cost, quality and safety.

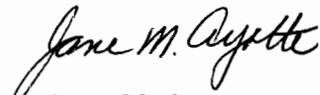
They have provided the U.S. Navy with superlative work, universally acknowledged as the best nuclear submarine overhaul and refueling operation in the country.

For this reason the Portsmouth Naval Shipyard should remain open and not on the BRAC Commission's list for closure.

Closing the Portsmouth Naval Shipyard will result in loss of hundreds of millions of dollars associated with superior performance. Closure will also mean loss of jobs and effect the economy of our Seacoast community. Once the Shipyard is closed it would be virtually impossible to reopen, another loss to the Seacoast community.

Closure of the Portsmouth Naval Shipyard would be a mistake and not in the best interest of the defense of our country.

Yours truly,


Jane M. Ayotte

Brigadier General Sue E. Turner, USAF (Ret.)
Defense Base Closure + Realignment Commission
2521 South Clark Street
Suite 600
Arlington, Va 22202

1507 Delington Street
Portsmouth, NH 03801
July 25, 2005

BRAC Commission

JUL 29 2005

Received

Dear Commissioner Turner:

I am deeply concerned about the future of the Portsmouth Naval Shipyard. It is a facility accomplishing work that is vital to the security of our nation. Also, closing the shipyard would have a devastating effect on the economy of this region.

This shipyard has been a vital part of our heritage for over 200 years. Please do everything you can to keep this base open.

Thank you for your time and consideration.

Sincerely,
Mary C. Rask.

22 Woodlawn Avenue
Kittery, Me 03904-1255

BRAC Commission

JUL 29 2005

Received

Commisioner Principi
Defense Base Closure & Realignment Commission
1521 south Clark Street
Suite 600,
Arlington,
VA 22202

26th July, 2005

Dear Commisioner Principi,

I have heard Mike Michaud speak of you as a very fair and just man and I am hoping you will continue to review all the facts in the closing of Portsmouth Naval Shipyard.

There is not excess capacity among the public shipyards for the Navy and I think closing the shipyard in Portsmouth will have a drastic effect on the Navy to do its job.

Plus as an American taxpayer I cannot understand why they would close the most efficient and cost effect shipyard in business today, it is the only one to save us taxpayers money.

The closing on so many New England bases will have a drastic effect on the security of this country especially losing the planes from Brunswick Naval Air Station. Have so many people forgotten how the terrorist entered into this country or where they get the planes to escort civilian overseas planes into Bangor Airport when they have a suspected passenger on board this is also true of Portsmouth Naval shipyard in helping to protect our seaport.

I urge you and everyone else on this commission to please Save our Shipyard, it is not only the workers that will be effected but the thousands of service people that use some of the facilities offered at Portsmouth.

Thanking you

Sincerely



Rita Chute

18 Grove Street
East Rochester, NH 03868

BRAC Commission

Chairman Principi
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUL 23 2004

Received

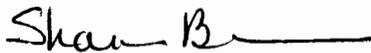
Dear Chairman Principi,

Please take the Portsmouth Naval Shipyard off the closure list. Closing this Shipyard will result in loss of thousands of millions of dollars associated with superior performance. PNS has a proven track record of completing work ahead of schedule, at lower cost with superior quality.

Closing PNS will leave this area without any Homeland Security.

Thank you for your concern.

Sincerely,



Sharon Brennan

18 Grove Street
East Rochester, NH 03868

BRAC Commission

Commissioner Newton
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUN 20 2005

Received

Dear Commissioner Newton,

Please take the Portsmouth Naval Shipyard off the closure list. Closing this Shipyard will result in loss^{es} of thousands of millions of dollars associated with superior performance. PNS has a proven track record of completing work ahead of schedule, at lower cost with superior quality.

Closing PNS will leave this area without any Homeland Security.

Thank you for your concern.

Sincerely,



Sharon Brennan

18 Grove Street
East Rochester, NH 03868

BRAC Commission

JUL 29 2003

Received

Commissioner Turner
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Turner,

Please take the Portsmouth Naval Shipyard off the closure list. Closing this Shipyard will result in loss of thousands of millions of dollars associated with superior performance. PNS has a proven track record of completing work ahead of schedule, at lower cost with superior quality.

Closing PNS will leave this area without any Homeland Security.

Thank you for your concern.

Sincerely,

A handwritten signature in cursive script that reads "Arlene Brennan".

Arlene Brennan

7/22/05

JUL 29 2005

Received

Dear Commissioner

I am writing today to express my interest in keeping the Portsmouth Naval Shipyard open. First of all I want to thank you for the tremendous job you are doing. You are clearly not a "rubber stamp" commission. I have been following the BRAC process, and have been very impressed with the commission's integrity and the way it has been executing the process.

I will not go into all the details with the DOD's clearly flawed Data they used to decide to close us. I know our legislators are keeping on top of that. I will say I have worked at the shipyard for 22 years, and it is a truly unique group of people that work here. I have traveled to the other shipyards and I can't nail it down but there is a different atmosphere at other yards than we have at Portsmouth. Call it pride or Yankee ingenuity, I don't know, but there is something.

I honestly believe we are an asset to the navy and this great nation, and hope others realize this so we can continue to provide this service to our country.

Sincerely
Charles MacDonald

A handwritten signature in black ink, appearing to be 'C.M.', written over the printed name 'Charles MacDonald'.

P.S. My five-year-old daughter wanted to get involved, so I told her she could send a picture.

Michael & Barbara Brulotte

70 Ham Road
New Durham NH 03855

BRAC Commission

JUL 29 2005

Received

July 27, 2005

Gen. Lloyd W. Newton
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Sir,

We are writing you in regard to the BRAC Commissions decision on closing the Portsmouth Naval Shipyard.

The Portsmouth Naval Shipyard is the preeminent shipyard in the Navy. As you must know by now it has been said to hold the gold standard for management-labor relations. It had reduced its overhauls from 20 months to eight months. Which means it makes submarines seaworthy and available to the war fighter. If you close Portsmouth you will lose three certified nuclear-capable drydocks. With the loss of irreplaceable skills of generations of people who work at this facility which will not be able to be exported or replicated. Portsmouth holds the OSHA STAR of safety which reduces the cost to the Navy in Workers Compensation claims. By ignoring Portsmouth's proven record of efficiency, by ignoring its military value, by underestimating the cost of closing the Shipyard, by ignoring the impact on Maine and New Hampshire we believe closing Portsmouth would be disastrous to the defense of our Nation.

My husband has worked at the Portsmouth Naval Shipyard for 30 years and has always been committed and proud to perform the best work possible to insure the safety of the men aboard these submarines.

Thank you for your time, we hope this letter will help with your decision to keep Portsmouth Naval Shipyard open.

Sincerely yours,

Michael Brulotte
Barbara Brulotte

Michael & Barbara Brulotte

July 27, 2005

Dear Sir,

I am writing to you and through you to your BRAC Commissioners in the hopes that you will vote to take the Portsmouth Naval Shipyard off the Base Closure list now that you have seen and read all the correct data.

Our country especially needs this #1 Navy yard, not only because it saves our government millions of dollars for each Overhaul in costs, schedule, quality, and safety performance but also for National Homeland Security reasons. We can't afford to not have enough Capacity for fixing our subs when needed. We shouldn't have to sit around and wait until there is finally room for them to be serviced. In this day and age of terrorism we should not be downsizing and putting all our eggs in one basket. We need all four government yards - two out West and two here on the East Coast.

Economically the closing would be devastating to this area. The Secretary of Defense needs to realize that the Northeast is just as important, if not more so, as other regions in this country.

With the world situations the way they are everyone needs to understand that we needed submarines in the past, we surely need them now, and we definitely need them in the future — we should be building more of them not downsizing the fleet!

Thank you for your time.

Sincerely,

BRAC Commissioner
Carol L. Bond

JUL 29 2005

Received

P.S. Another plus for Portsmouth is having the Coast Guard boats stationed there.

140 Norton Road
Kittery, Me 03904
July 20, 2005

2005 Defense Base Closure and Realignment Commission
2521 South Clark St., Suite 600
Arlington, Va. 22202

BRAC Commission

Brig. Gen. Sue E. Turner

JUL 29 2005

Madam:

Received

This letter is in regard to the recommended closure of Portsmouth Naval Shipyard (PNSY).

I am a retired DoD employee. My career started at PNSY and ultimately I became a manager at the Naval Sea Systems Command (NAVSEA) and at the Defense Logistics Agency (DLA). After considering several aspects of the closure criteria, I am opposed to the closure of PNSY.

Much has been written about the Navy's excess capacity. As I draft this letter, there are 4 submarines undergoing work at PNSY and NAVSEA has directed PNSY to supply personnel for off-site work, including Scotland, Puget Sound NSY, San Diego, Naval Sub Base New London, and Electric Boat. The projected workload for PNSY over the next several years appears to be on-going and stable. Newspaper reports indicate the same is true of the other 3 public yards.

Published figures regarding PNSY state that it will cost \$448 million to close, with a savings of \$1.26 billion over a 20 year period. I feel certain that the \$448 million figure is to close the physical plant. You should note that PNSY is the only shipyard, public or private, that regularly completes quality work below cost and ahead of schedule. This amounts to a significant savings to the Navy, the Federal Government, and to the taxpayer. These savings should be projected out 20 years also and added to the \$448 million dollar cost to close the yard, as well as subtracting this amount from the projected savings of \$1.26 billion. I feel certain that projected costs are biased in favor of closings.

Twenty year projections are extremely difficult. It has been my experience that 5 year projections are good for scheduling purposes, but invariably are inaccurate. Projections are virtually always based on known work and never includes funding or facility availability for the unexpected. On that basis it hardly appears advantageous to close a public shipyard with available dry docks and, more importantly, a nuclear license. Once the nuclear license is gone, it is virtually impossible to retrieve.

Newspaper articles attributed to unnamed Navy sources have indicated that PNSY can only work on SSN688 class submarines. This statement, if true, is highly inaccurate. PNSY, over the years, has worked on mostly submarines. That is true, but the people have worked on everything from tugboats to fleet oilers. Their present workload of SSN688 class submarines derives from Navy assignments. The harbor, the channels, the berths, the drydocks, and the personnel can accommodate many classes of ships.

Homeland security is a watchword of today's society. There are presently 3 Coast Guard cutters homeported at PNSY for secure berthing and availability for northeast coastline search and rescue as well as security patrols. The closure of PNSY would create a significant hole in the northeast security network.

The northeast, particularly Maine, does not have a robust economy. In referring to the prospect of PNSY closing, a University of Southern Maine economist (Charles Colgan) stated it was a "dreaded monster" that "may eat much of the state's future economic growth" and result in "a decade of essentially no job growth in Maine". If his projection is true, the economic impact on local communities will be devastating. Further, I was appalled to learn that the Pentagon had not included the State of New Hampshire in its economic impact.

As a DoD employee, I always believed that politics did not enter military decisions. In this case, however, after reading Time (23 May 05); Newsweek (23 May 05); and articles in the Portsmouth NH

newspaper, I am very concerned. It certainly appears that "blue states" lose a great deal and "red states" will gain substantially. I sincerely hope that if politics is involved, your commission can and will separate military value from political acts.

I also believe that the BRAC commission should not be policy makers. It was reported in a local paper (Portsmouth Herald (NH)) that "commissioners would review fleet projections and are willing to make a decision that effectively determines the size of the sub fleet". The Pentagon's four year force review and congressional hearings should not be negated by your commission.

Finally, I am amazed at the overall consolidation and the fact that only one public shipyard would remain on the East coast. I thought that after an event like Pearl Harbor or 9/11 ; diversification of assets was of paramount importance. In today's climate, North Korea, Iran, and China should warrant serious consideration in your deliberations.

In closing, I am against the closure of PNSY for the variety of reasons stated.


Arnold Dickinson

BRAC Commission

Dear BRAC Commission,
July 26, 2005

JUL 29 2005

Received

I am writing this letter on behalf of Portsmouth Naval Shipyard, where my husband and I have been employed for over two decades. As you well know by your visits, we do alot of exclusive work for the Department Of The Navy. All common sense says why would you close the best, and most efficient shipyard? The facts are that we not only are the safest, we return boats to the navy three times as fast as any other shipyard, save millions of dollars on each availability. We have been asked to jump ~~the line for the Navy, to meet their needs, and this is what we are~~ facing in return. We talented people her make the right choi live in Maine becau regional hearing in average of 8 - 10 ye have seen in our pe

Sincerely
Gary, Cathy & Felicia

BRAC Commission

JUL 29 2005

Received

Gary F
Cathy F
Felicia

Dear General Newton,

The world is in such a mess right now that it doesn't make sense to me to be closing any bases anywhere, lets wait until our world is a little more settled. Please rethink this plan.

Thank you,
Virginia Firth

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Hill,

I am writing this letter to provide information, for your consideration, on Portsmouth Naval Shipyard, a facility which the Navy has recognized as its top performing Shipyard and the one it wishes to close. The decision needs to take into consideration both the benefit in dollars to the Navy, and the military value or relevance of the facility. In order to best spend the taxpayers money, the Navy needs to perform maintenance work making smart business decisions.

Portsmouth Naval Shipyard, as recognized by the Navy, is the most efficient Shipyard, both private or public. Why is this. This workforce is adaptable. We have not worked on nuclear submarines for two hundred years, we have and always will support the Navy's needs in the most efficient way possible. The success of this Shipyard is the result of a dedicated, highly skilled workforce, an entity which cannot be transferred. Moving the work from Portsmouth Naval Shipyard is not a good business decision. For a business to be successful, they keep the most efficient plants operating, transferring the work to them, maximizing profitability. The skilled men and women were not transferred here. Many have worked here for generations. Apprentices are following in their parents footsteps. I myself am the fourth generation to work here and my nephew is the fifth. My nine year old son has told his teacher that he is learning math so he can work here when it is time. Shipbuilding and repair is embedded in the culture of the New England seacoast. The work ethic is unparalleled. This is not intended to say we deserve the Shipyard to stay open for the past, but to illustrate the depth of talent and dedication of the workforce and community. Even with the threat of closure, Portsmouth Naval Shipyard has over seven hundred applicants for about one hundred apprentice positions.

The workers at Portsmouth Naval Shipyard know the Navy needs money to pay for the needed maintenance. Our Nations ships are spending more operational hours at sea than was planned for when they were designed. They are coming into maintenance periods in tough shape, in need of modernization for changing missions. To support this, the workforce is continually improving to shorten schedules, improve costs, and as always with top quality, because we know we can still better our past performance. Our Nation is at war and this is our contribution.

As far as the military relevance is concerned, the support provided to the present conflict is a good example. Our Shipyard Commander told us last fall what our contribution was. During the war in Iraq, the Navy fired all the cruise missiles, even though the Air Force has more. Eight hundred fifty nine were launched, of which five hundred seventy four were from submarines. Three hundred seven of these from ships Portsmouth Naval Shipyard worked on. This means that in the most recent conflict, almost forty percent of all missiles were fired from boats we maintained.

The Portsmouth Naval Shipyard is exactly what the Navy and the taxpayers of this country need in this fiscally challenging time. We have supported this war and ready to continue helping defend this country.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'DWP', written in a cursive style.

Donald W. Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Newton,

I wish for you to consider the following on considering the value PNS provides the US Navy and the taxpayers of the USA.

By returning submarines early, there is a significant cost benefit beyond the lowered labor cost expended. A new submarine costs approximately \$2 billion and is planned on lasting for 30 years. Since they are on patrol for about 2/3 of that time (20years), the cost per month to own one is \$8.3 million. By having this asset tied up in overhaul longer than necessary, which will happen if Portsmouth's work is directed to other shipyards, the taxpayers will have paid for an asset that can not be used. This is no different than you or I having to pay for a car we can not use. We must find other transportation at extra cost and inconvenience. The same is true for the Navy. Another crew must make up for the lost operational time with extended deployments, or missions have to be eliminated.

In the last several years, PNS provided almost 19 months (75 weeks) of extra operational time that the Navy otherwise would not have. I am confident it was used wisely in the war on terrorism and the taxpayers of this country did get the benefit of \$350 million that it cost to own this asset for those 19 months.

Respectfully yours,



Donald W. Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUL 29 2005

Received

Dear Commissioner Bilbray,

I am writing this letter to provide information, for your consideration, on Portsmouth Naval Shipyard, a facility which the Navy has recognized as its top performing Shipyard and the one it wishes to close. The decision needs to take into consideration both the benefit in dollars to the Navy, and the military value or relevance of the facility. In order to best spend the taxpayers money, the Navy needs to perform maintenance work making smart business decisions.

Portsmouth Naval Shipyard, as recognized by the Navy, is the most efficient Shipyard, both private or public. Why is this. This workforce is adaptable. We have not worked on nuclear submarines for two hundred years, we have and always will support the Navy's needs in the most efficient way possible. The success of this Shipyard is the result of a dedicated, highly skilled workforce, an entity which cannot be transferred. Moving the work from Portsmouth Naval Shipyard is not a good business decision. For a business to be successful, they keep the most efficient plants operating, transferring the work to them, maximizing profitability. The skilled men and women were not transferred here. Many have worked here for generations. Apprentices are following in their parents footsteps. I myself am the fourth generation to work here and my nephew is the fifth. My nine year old son has told his teacher that he is learning math so he can work here when it is time. Shipbuilding and repair is embedded in the culture of the New England seacoast. The work ethic is unparalleled. This is not intended to say we deserve the Shipyard to stay open for the past, but to illustrate the depth of talent and dedication of the workforce and community. Even with the threat of closure, Portsmouth Naval Shipyard has over seven hundred applicants for about one hundred apprentice positions.

The workers at Portsmouth Naval Shipyard know the Navy needs money to pay for the needed maintenance. Our Nations ships are spending more operational hours at sea than was planned for when they were designed. They are coming into maintenance periods in tough shape, in need of modernization for changing missions. To support this, the workforce is continually improving to shorten schedules, improve costs, and as always with top quality, because we know we can still better our past performance. Our Nation is at war and this is our contribution.

As far as the military relevance is concerned, the support provided to the present conflict is a good example. Our Shipyard Commander told us last fall what our contribution was. During the war in Iraq, the Navy fired all the cruise missiles, even though the Air Force has more. Eight hundred fifty nine were launched, of which five hundred seventy four were from submarines. Three hundred seven of these from ships Portsmouth Naval Shipyard worked on. This means that in the most recent conflict, almost forty percent of all missiles were fired from boats we maintained.

The Portsmouth Naval Shipyard is exactly what the Navy and the taxpayers of this country need in this fiscally challenging time. We have supported this war and ready to continue helping defend this country.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'D. Pease', with a stylized flourish at the end.

Donald W. Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Gehman,

I wish for you to consider the following on considering the value PNS provides the US Navy and the taxpayers of the USA.

By returning submarines early, there is a significant cost benefit beyond the lowered labor cost expended. A new submarine costs approximately \$2 billion and is planned on lasting for 30 years. Since they are on patrol for about 2/3 of that time (20years), the cost per month to own one is \$8.3 million. By having this asset tied up in overhaul longer than necessary, which will happen if Portsmouth's work is directed to other shipyards, the taxpayers will have paid for an asset that can not be used. This is no different than you or I having to pay for a car we can not use. We must find other transportation at extra cost and inconvenience. The same is true for the Navy. Another crew must make up for the lost operational time with extended deployments, or missions have to be eliminated.

In the last several years, PNS provided almost 19 months (75 weeks) of extra operational time that the Navy otherwise would not have. I am confident it was used wisely in the war on terrorism and the taxpayers of this country did get the benefit of \$350 million that it cost to own this asset for those 19 months.

Respectfully yours,



Donald W. Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUL 29 2005

Received

Dear Chairman Principi,

I am writing this letter to provide information, for your consideration, on Portsmouth Naval Shipyard, a facility which the Navy has recognized as its top performing Shipyard and the one it wishes to close. The decision needs to take into consideration both the benefit in dollars to the Navy, and the military value or relevance of the facility. In order to best spend the taxpayers money, the Navy needs to perform maintenance work making smart business decisions.

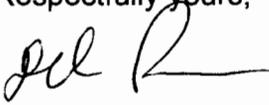
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The Portsmouth Naval Shipyard is exactly what the Navy and the taxpayers of this country need in this fiscally challenging time. We have supported this war and ready to continue helping defend this country.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'D. Pease', with a long horizontal stroke extending to the right.

Donald W. Pease

JUL 29 2005

Dear Commissioner Turner

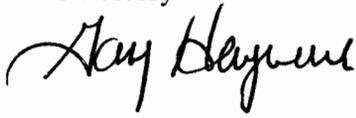
Received

I write to you today as a 28 year Portsmouth Navy Shipyard employee. I am a second-generation worker here, following my father's footsteps. I have three children that have their roots here. All of them have settled down in Maine and I'm a proud Grandfather. I would find leaving here almost impossible. I am proud of the work I do here. As you know our shipyard started over 200 years ago and has built and overhauled hundreds of ships as well as subs.

I hope that our effort has proven to you, beyond a shadow of a doubt, that we are the Cheapest, Fastest, Safest and have the best Quality of any private or public shipyard. We take pride in our work and know we will save the taxpayer more money by staying open than closing us. Isn't the BRAC commission here to get rid of waste and to save the US Government money? Please help us keep doing that by removing us from the closure list.

Last but not least, closing us would put a heavy financial burden on this Seacoast area. New England has been hit very hard with this round of base closures. Putting all the eggs in pretty much one-basket makes no sense to me. Please look at the facts and remove us from the BRAC List. The taxpayer will thank you for it.

Sincerely

A handwritten signature in black ink that reads "Andy Hayward". The signature is written in a cursive, flowing style.

7/22/05

BRAC Commission

Dear Chairman,

I am writing today to express my interest in keeping the Portsmouth Naval Shipyard open. First of all I want to thank you for the tremendous job you are doing. You are clearly not a "rubber stamp" commission. I have been following the BRAC process, and have been very impressed with the commission's integrity and the way it has been executing the process.

I will not go into all the details with the DOD's clearly flawed Data they used to decide to close us. I know our legislators are keeping on top of that. I will say I have worked at the shipyard for 22 years, and it is a truly unique group of people that work here. I have traveled to the other shipyards and I can't nail it down but there is a different atmosphere at other yards than we have at Portsmouth. Call it pride or Yankee ingenuity, I don't know, but there is something.

I honestly believe we are an asset to the navy and this great nation, and hope others realize this so we can continue to provide this service to our country.

Sincerely
Charles MacDonald

A handwritten signature in black ink, appearing to be 'C. MacDonald', enclosed within a hand-drawn heart shape.

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Coyle,

I wish for you to consider the following on considering the value PNS provides the US Navy and the taxpayers of the USA.

By returning submarines early, there is a significant cost benefit beyond the lowered labor cost expended. A new submarine costs approximately \$2 billion and is planned on lasting for 30 years. Since they are on patrol for about 2/3 of that time (20years), the cost per month to own one is \$8.3 million. By having this asset tied up in overhaul longer than necessary, which will happen if Portsmouth's work is directed to other shipyards, the taxpayers will have paid for an asset that can not be used. This is no different than you or I having to pay for a car we can not use. We must find other transportation at extra cost and inconvenience. The same is true for the Navy. Another crew must make up for the lost operational time with extended deployments, or missions have to be eliminated.

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Respectfully yours,



Donald W. Pease

38 David Drive
York, ME 03909
25 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

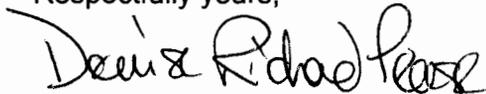
Dear Commissioner Turner,

There have been discussions on being able to reduce the number of submarines by operating with double crews. We need to accept that this practice will increase the maintenance required. The new generation of 688 class submarines were designed with enough fuel to last the "life of the ship". This predicted life assumed a certain operational tempo which put it out to about 30 years.

By changing the operational tempo with two crews, the ship now only has enough fuel to last about 20 years. This creates the need to refuel the ships with a "life of the ship" core. Portsmouth Naval Shipyard is the recognized leader in refuelings.

This practice, if implemented, supports keeping Portsmouth Naval Shipyard open.

Respectfully yours,



(Ms.) Denise Richard-Pease

BRAC Commission

38 David Drive
York, ME 03909
24 July 2005

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Turner,

I wish for you to consider the following on considering the value PNS provides the US Navy and the taxpayers of the USA.

BRAC Commission

JUL 29 2005

Received

38 David Drive
York, ME 03909
25 July 2005

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Hill,

There have been discussions on being able to reduce the number of submarines by operating with double crews. We need to accept that this practice will increase the maintenance required. The new generation of 688 class submarines were designed with enough fuel to last the "life of the ship". This predicted life assumed a certain operational tempo which put it out to about 30 years.

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This practice, if implemented, supports keeping Portsmouth Naval Shipyard open.

Respectfully yours,

A handwritten signature in cursive script that reads "Denise Richard-Pease".

(Ms.) Denise Richard-Pease

Michael & Barbara Brulotte

70 Ham Road
New Durham NH 03855

BRAC Commission

JUL 29 2005

Received

July 27, 2005

Brig Gen. Sue E. Turner
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Madam,

We are writing you in regard to the BRAC Commissions decision on closing the Portsmouth Naval Shipyard.

The Portsmouth Naval Shipyard is the preeminent shipyard in the Navy. As you must know by now it has been said to hold the gold standard for management-labor relations. It had reduced its overhauls from 20 months to eight months. Which means it makes submarines seaworthy and available to the war fighter. If you close Portsmouth you will lose three certified nuclear-capable drydocks. With the loss of irreplaceable skills of generations of people who work at this facility which will not be able to be exported or replicated. Portsmouth holds the OSHA STAR of safety which reduces the cost to the Navy in Workers Compensation claims. By ignoring Portsmouth's proven record of efficiency, by ignoring its military value, by underestimating the cost of closing the Shipyard, by ignoring the impact on Maine and New Hampshire we believe closing Portsmouth would be disastrous to the defense of our Nation.

My husband has worked at the Portsmouth Naval Shipyard for 30 years and has always been committed and proud to perform the best work possible to insure the safety of the men aboard these submarines.

Thank you for your time, we hope this letter will help with your decision to keep Portsmouth Naval Shipyard open.

Sincerely yours,

*Michael Brulotte
Barbara Brulotte*

Michael & Barbara Brulotte

Dear Commissioner Skinner

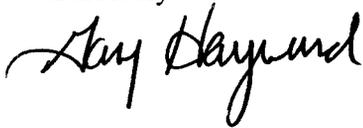
JUL 29 2003

I write to you today as a 28 year Portsmouth Navy Shipyard employee. I am a second-generation worker here, following my father's footsteps. I have three children that have their roots here. All of them have settled down in Maine and I'm a proud Grandfather. I would find leaving here almost impossible. I am proud of the work I do here. As you know our shipyard started over 200 years ago and has built and overhauled hundreds of ships as well as subs.

I hope that our effort has proven to you, beyond a shadow of a doubt, that we are the Cheapest, Fastest, Safest and have the best Quality of any private or public shipyard. We take pride in our work and know we will save the taxpayer more money by staying open than closing us. Isn't the BRAC commission here to get rid of waste and to save the US Government money? Please help us keep doing that by removing us from the closure list.

Last but not least, closing us would put a heavy financial burden on this Seacoast area. New England has been hit very hard with this round of base closures. Putting all the eggs in pretty much one-basket makes no sense to me. Please look at the facts and remove us from the BRAC List. The taxpayer will thank you for it.

Sincerely

A handwritten signature in black ink that reads "Ray Hayward". The signature is written in a cursive, flowing style.

BRAC Commission

38 David Drive
York, ME 03909
25 July 2005

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

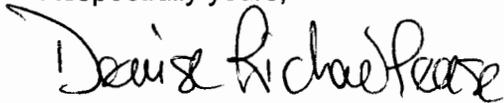
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By changing the operational tempo with two crews, the ship now only has enough fuel to last about 20 years. This creates the need to refuel the ships with a "life of the ship" core. Portsmouth Naval Shipyard is the recognized leader in refuelings.

This practice, if implemented, supports keeping Portsmouth Naval Shipyard open.

Respectfully yours,

A handwritten signature in black ink that reads "Denise Richard-Pease". The signature is written in a cursive, flowing style.

(Ms.) Denise Richard-Pease

JUL 29 2005

Received

38 David Drive
York, ME 03909
25 July 2005

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Newton,

There have been discussions on being able to reduce the number of submarines by operating with double crews. We need to accept that this practice will increase the maintenance required. The new generation of 688 class submarines were designed with enough fuel to last the "life of the ship". This predicted life assumed a certain operational tempo which put it out to about 30 years.

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Respectfully yours,

A handwritten signature in black ink that reads "Denise Richard-Pease". The signature is written in a cursive, flowing style.

(Ms.) Denise Richard-Pease

Dear Commissioner Bilbray

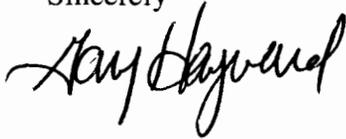
JUL 29 2009

I write to you today as a 28 year Portsmouth Navy Shipyard ^{Received} Employee. I am a second-generation worker here, following my father's footsteps. I have three children that have their roots here. All of them have settled down in Maine and I'm a proud Grandfather. I would find leaving here almost impossible. I am proud of the work I do here. As you know our shipyard started over 200 years ago and has built and overhauled hundreds of ships as well as subs.

I hope that our effort has proven to you, beyond a shadow of a doubt, that we are the Cheapest, Fastest, Safest and have the best Quality of any private or public shipyard. We take pride in our work and know we will save the taxpayer more money by staying open than closing us. Isn't the BRAC commission here to get rid of waste and to save the US Government money? Please help us keep doing that by removing us from the closure list.

Last but not least, closing us would put a heavy financial burden on this Seacoast area. New England has been hit very hard with this round of base closures. Putting all the eggs in pretty much one-basket makes no sense to me. Please look at the facts and remove us from the BRAC List. The taxpayer will thank you for it.

Sincerely

A handwritten signature in cursive script that reads "Gary Hayward". The signature is written in black ink and is positioned below the typed name "Sincerely".

BRAC Commission

7/22/05

JUL 29 2005

Received

Dear Commissioner

I am writing today to express my interest in keeping the Portsmouth Naval Shipyard open. First of all I want to thank you for the tremendous job you are doing. You are clearly not a "rubber stamp" commission. I have been following the BRAC process, and have been very impressed with the commission's integrity and the way it has been executing the process.

I will not go into all the details with the DOD's clearly flawed Data they used to decide to close us. I know our legislators are keeping on top of that. I will say I have worked at the shipyard for 22 years, and it is a truly unique group of people that work here. I have traveled to the other shipyards and I can't nail it down but there is a different atmosphere at other yards than we have at Portsmouth. Call it pride or Yankee ingenuity, I don't know, but there is something.

It bothers me when they say all Portsmouth does is submarines. Submarines are all the Navy gives us (for the obvious reason that we are the best at it). Team Portsmouth can do what ever the Navy wants to give us.

I honestly believe we are an asset to the navy and this great nation, and hope others realize this so we can continue to provide this service to our country.

Sincerely
Charles MacDonald

A handwritten signature in black ink, appearing to be 'CM', enclosed within a hand-drawn, irregular loop.

38 David Drive
York, ME 03909
25 July 2005

BRAC Commission

JUL 29 2005

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Received

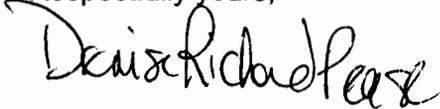
Dear Commissioner Hansen,

There have been discussions on being able to reduce the number of submarines by operating with double crews. We need to accept that this practice will increase the maintenance required. The new generation of 688 class submarines were designed with enough fuel to last the "life of the ship". This predicted life assumed a certain operational tempo which put it out to about 30 years.

By changing the operational tempo with two crews, the ship now only has enough fuel to last about 20 years. This creates the need to refuel the ships with a "life of the ship" core. Portsmouth Naval Shipyard is the recognized leader in refuelings.

This practice, if implemented, supports keeping Portsmouth Naval Shipyard open.

Respectfully yours,

A handwritten signature in cursive script that reads "Denise Richard-Pease". The signature is written in black ink and is positioned below the typed name.

(Ms.) Denise Richard-Pease

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

JUL 29 2005

Received

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi,

I wish for you to consider the following on considering the value PNS provides the US Navy and the taxpayers of the USA.

140 Norton Road
Kittery, Me 03904
July 20, 2005

2005 Defense Base Closure and Realignment Commission
2521 South Clark St., Suite 600
Arlington, Va. 22202

BRAC Commission

Hon. Samuel K. Skinner

JUL 29 2005

Sir:

Received

This letter is in regard to the recommended closure of Portsmouth Naval Shipyard (PNSY).

I am a retired DoD employee. My career started at PNSY and ultimately I became a manager at the Naval Sea Systems Command (NAVSEA) and at the Defense Logistics Agency (DLA). After considering several aspects of the closure criteria, I am opposed to the closure of PNSY.

Much has been written about the Navy's excess capacity. As I draft this letter, there are 4 submarines undergoing work at PNSY and NAVSEA has directed PNSY to supply personnel for off-site work, including Scotland, Puget Sound NSY, San Diego, Naval Sub Base New London, and Electric Boat. The projected workload for PNSY over the next several years appears to be on-going and stable. Newspaper reports indicate the same is true of the other 3 public yards.

Published figures regarding PNSY state that it will cost \$448 million to close, with a savings of \$1.26 billion over a 20 year period. I feel certain that the \$448 million figure is to close the physical plant. You should note that PNSY is the only shipyard, public or private, that regularly completes quality work below cost and ahead of schedule. This amounts to a significant savings to the Navy, the Federal Government, and to the taxpayer. These savings should be projected out 20 years also and added to the \$448 million dollar cost to close the yard, as well as subtracting this amount from the projected savings of \$1.26 billion. I feel certain that projected costs are biased in favor of closings.

Twenty year projections are extremely difficult. It has been my experience that 5 year projections are good for scheduling purposes, but invariably are inaccurate. Projections are virtually always based on known work and never includes funding or facility availability for the unexpected. On that basis it hardly appears advantageous to close a public shipyard with available dry docks and, more importantly, a nuclear license. Once the nuclear license is gone, it is virtually impossible to retrieve.

Newspaper articles attributed to unnamed Navy sources have indicated that PNSY can only work on SSN688 class submarines. This statement, if true, is highly inaccurate. PNSY, over the years, has worked on mostly submarines. That is true, but the people have worked on everything from tugboats to fleet oilers. Their present workload of SSN688 class submarines derives from Navy assignments. The harbor, the channels, the berths, the drydocks, and the personnel can accommodate many classes of ships.

Homeland security is a watchword of today's society. There are presently 3 Coast Guard cutters homeported at PNSY for secure berthing and availability for northeast coastline search and rescue as well as security patrols. The closure of PNSY would create a significant hole in the northeast security network.

The northeast, particularly Maine, does not have a robust economy. In referring to the prospect of PNSY closing, a University of Southern Maine economist (Charles Colgan) stated it was a "dreaded monster" that "may eat much of the state's future economic growth" and result in "a decade of essentially no job growth in Maine". If his projection is true, the economic impact on local communities will be devastating. Further, I was appalled to learn that the Pentagon had not included the State of New Hampshire in its economic impact.

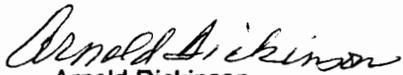
As a DoD employee, I always believed that politics did not enter military decisions. In this case, however, after reading Time (23 May 05); Newsweek (23 May 05); and articles in the Portsmouth NH

newspaper, I am very concerned. It certainly appears that "blue states" lose a great deal and "red states" will gain substantially. I sincerely hope that if politics is involved, your commission can and will separate military value from political acts.

I also believe that the BRAC commission should not be policy makers. It was reported in a local paper (Portsmouth Herald (NH)) that "commissioners would review fleet projections and are willing to make a decision that effectively determines the size of the sub fleet". The Pentagon's four year force review and congressional hearings should not be negated by your commission.

Finally, I am amazed at the overall consolidation and the fact that only one public shipyard would remain on the East coast. I thought that after an event like Pearl Harbor or 9/11 ; diversification of assets was of paramount importance. In today's climate, North Korea, Iran, and China should warrant serious consideration in your deliberations.

In closing, I am against the closure of PNSY for the variety of reasons stated.


Arnold Dickinson

18 Grove Street
East Rochester, NH 03868

BRAC Commission

Commissioner Hansen
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUL 29 2005

Received

Dear Commissioner Hansen,

Please take the Portsmouth Naval Shipyard off the closure list. Closing this Shipyard will result in loss of thousands of millions of dollars associated with superior performance. PNS has a proven track record of completing work ahead of schedule, at lower cost with superior quality.

Closing PNS will leave this area without any Homeland Security.

Thank you for your concern.

Sincerely,



Sharon Brennan

18 Grove Street
East Rochester, NH 03868

BRAC Commission

JUL 29 2005

Received

Commissioner Newton
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Newton,

Please take the Portsmouth Naval Shipyard off the closure list. Closing this Shipyard will result in loss of thousands of millions of dollars associated with superior performance. PNS has a proven track record of completing work ahead of schedule, at lower cost with superior quality.

Closing PNS will leave this area without any Homeland Security.

Thank you for your concern.

Sincerely,

A handwritten signature in cursive script that reads "Arlene Brennan". The signature is written in black ink and is positioned below the word "Sincerely,".

Arlene Brennan

JAMES McCULLOUGH
P.O. Box 1499
DOVER, NH 03821

BRAC Commission

JUL 29 2005

Received

BRAC COMMISSION
2521 SOUTH CLARK STREET
SUITE 66
ARLINGTON, VA 22202

26 JUL 05.

DEAR COMMISSIONERS,

DESPITE THE NAVY'S CLAIMS OF THE COST SAVINGS OF CLOSING THE PORTSMOUTH NAVAL SHIPYARD THEIR 'REASONING' IS QUITE FLAWED. WHEN MAKING CUTBACKS IN EXPENDITURES A SUCCESSFUL COMPANY DOESN'T GET RID OF ITS MOST VALUED PROPERTY, PRODUCTION, AND PERSONNEL. YET, THIS IS WHAT THEY BELIEVE WILL OCCUR. THE CLAIMED 40% OF PERSONNEL WHO WILL RELOCATE IS CONJECTURED WISHFUL THINKING AS THE MAJORITY OF THE ELIGIBLE WILL RETIRE AND THEIR JOB-SPECIFIC KNOWLEDGE WILL BE LOST ALONG WITH THEIR INNOVATIVE PROBLEM SOLVING SPEED AND COST SAVINGS FOR THE NAVY. IN CLOSING, LET'S KEEP OUR SUB FORCE ^{AT SEA} ENGAGED VS DOCKED!

SINCERELY
James McCullough

JAMES McCULLOUGH, M.Ed. (SHIPYARD WORKER@PNS)

BRAC Commission

JUL 29 2005

Received

July 25, 2005

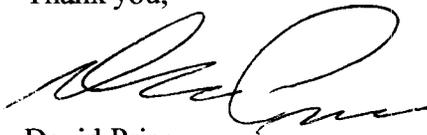
Mr. James Hansen
BRAC Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Sir,

Would a private company close its top performing branch or division? Your job is to evaluate all that was said at the Boston hearings. Your job is to examine all that was learned from the Portsmouth Naval Shipyard visit. Your job is to make sure the government does not make a huge mistake!

Your job is to **vote to keep the Portsmouth Naval Shipyard open.**

Thank you,



David Price

BRAC Commission

Chairman Principi
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

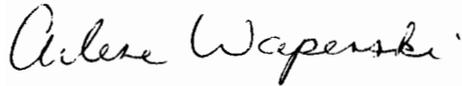
NOV 29 2005

Received

Dear Chairman Principi,

Please take the Portsmouth Naval Base off of the closing list. The closing of the PNS will result in loss of hundreds of millions of dollars associated with superior performance. The PNS have met and exceeded their performance with scheduling, cost, quality and safety among any other shipyard. Once you close this shipyard, it will be impossible to re-open, leaving this part of the country defenseless for our Home Land Security.

Thank You,



Arlene Wapenski
148 Little Bay Rd
Newington, NH 03801

BRAC Commission

JUL 29 2005

Received

July 25, 2005

James H. Bilbray
BRAC Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Sir,

I think you and the other BRAC commissioners should reconsider closing the Portsmouth Naval Shipyard. Our shipyard gets things done quickly and under budget. So how will closing Portsmouth Naval Shipyard help our country? It wouldn't!! Please **keep the Portsmouth Naval Shipyard open.**

Thank you,



Rachel Price

38 David Drive
York, ME 03909
24 July 2005

BRAC Commission

Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

JUL 29 2005

Received

Dear Commissioner Hill,

I wish for you to consider the following on considering the value PNS provides the US Navy and the taxpayers of the USA.

By returning submarines early, there is a significant cost benefit beyond the lowered labor cost expended. A new submarine costs approximately \$2 billion and is planned on lasting for 30 years. Since they are on patrol for about 2/3 of that time (20years), the cost per month to own one is \$8.3 million. By having this asset tied up in overhaul longer than necessary, which will happen if Portsmouth's work is directed to other shipyards, the taxpayers will have paid for an asset that can not be used. This is no different than you or I having to pay for a car we can not use. We must find other transportation at extra cost and inconvenience. The same is true for the Navy. Another crew must make up for the lost operational time with extended deployments, or missions have to be eliminated.

In the last several years, PNS provided almost 19 months (75 weeks) of extra operational time that the Navy otherwise would not have. I am confident it was used wisely in the war on terrorism and the taxpayers of this country did get the benefit of \$350 million that it cost to own this asset for those 19 months.

Respectfully yours,



Donald W. Pease

22 Woodlawn Avenue
Kittery, Me 03904-1255

Brigadier General Sue e. Turner
Defense Base Closure & Realignment Commission
1521 south Clark Street
Suite 600,
Arlington,
VA 22202

BRAC Commission

JUL 29 2005

Received

26th July, 2005

Dear Commisioner Turner

I am writing to you in the hope that you will continue to review all the facts in the closing of Portsmouth Naval Shipyard. I do not beleive all the facts were correct when the list of closures were announced and I think it will be a big mistake to close this vital shipyard.

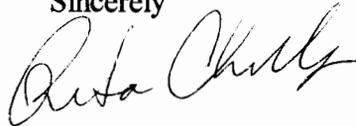
There is not excess capacity among the public shipyards for the Navy and I think closing the shipyard in Portsmouth will have a drastic effect on the Navy to do its job.

Plus as an American taxpayer I cannot understand why they would close the most efficient and cost effect shipyard in business today, it is the only one to save us taxpayers money.

The closing on so many New England bases will have a drastic effect on the security of this country especially losing the planes from Brunswick Naval Air Station. Have so many people forgotten how the terrorist entered into this country or where they get the planes to escort civilian overseas planes into Bangor Airport when they have a suspected passenger on board this is also true of Portsmouth Naval shipyard in helping to protect our seaport.

I urge you and everyone else on this commission to please Save our Shipyard, it is not only the workers that will be effected but the thousands of service people that use some of the facilities offered at Portsmouth.

Thanking you
Sincerely



Rita Chute

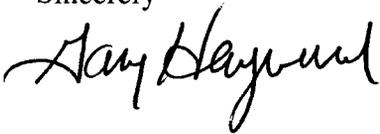
Dear Commissioner Newton

I write to you today as a 28 year Portsmouth Navy Shipyard employee. I am a second-generation worker here, following my father's footsteps. I have three children that have their roots here. All of them have settled down in Maine and I'm a proud Grandfather. I would find leaving here almost impossible. I am proud of the work I do here. As you know our shipyard started over 200 years ago and has built and overhauled hundreds of ships as well as subs.

I hope that our effort has proven to you, beyond a shadow of a doubt, that we are the Cheapest, Fastest, Safest and have the best Quality of any private or public shipyard. We take pride in our work and know we will save the taxpayer more money by staying open than closing us. Isn't the BRAC commission here to get rid of waste and to save the US Government money? Please help us keep doing that by removing us from the closure list.

Last but not least, closing us would put a heavy financial burden on this Seacoast area. New England has been hit very hard with this round of base closures. Putting all the eggs in pretty much one-basket makes no sense to me. Please look at the facts and remove us from the BRAC List. The taxpayer will thank you for it.

Sincerely



Michael & Barbara Brulotte

70 Ham Road
New Durham NH 03855

BRAC Commission

JUL 29 2005

Received

July 27, 2005

Anthony J. Principi
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Sir,

We are writing you in regard to the BRAC Commissions decision on closing the Portsmouth Naval Shipyard.

The Portsmouth Naval Shipyard is the preeminent shipyard in the Navy. As you must know by now it has been said to hold the gold standard for management-labor relations. It had reduced its overhauls from 20 months to eight months. Which means it makes submarines seaworthy and available to the war fighter. If you close Portsmouth you will lose three certified nuclear-capable drydocks. With the loss of irreplaceable skills of generations of people who work at this facility which will not be able to be exported or replicated. Portsmouth holds the OSHA STAR of safety which reduces the cost to the Navy in Workers Compensation claims. By ignoring Portsmouth's proven record of efficiency, by ignoring its military value, by underestimating the cost of closing the Shipyard, by ignoring the impact on Maine and New Hampshire we believe closing Portsmouth would be disastrous to the defense of our Nation.

My husband has worked at the Portsmouth Naval Shipyard for 30 years and has always been committed and proud to perform the best work possible to insure the safety of the men aboard these submarines.

Thank you for your time, we hope this letter will help with your decision to keep Portsmouth Naval Shipyard open.

Sincerely yours,

Michael Brulotte
Barbara Brulotte
Michael & Barbara Brulotte

BRAC Commission

JUL 29 2005

Received

Commissioner Gehman, Jr
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Gehman, Jr.,

Please take the Portsmouth Naval Base off of the closing list. The closing of the PNS will result in loss of hundreds of millions of dollars associated with superior performance. The PNS have met and exceeded their performance with scheduling, cost, quality and safety among any other shipyard. Once you close this shipyard, it will be impossible to re-open, leaving this part of the country defenseless for our Home Land Security.

Thank You,



Arlene Wapenski
148 Little Bay Rd
Newington, NH 03801