



**COMPREHENSIVE REPORT OPPOSING
REALIGNMENT OF NAVAL SHIPYARD PUGET
SOUND DETACHMENT BOSTON
(BOSTON PLANNING YARD),
IND-0095R**

PRESENTED TO THE 2005 BRAC COMMISSION

**BY
BOSTON PLANNING YARD (BPY)
2005 EMPLOYEE BRAC
COMMITTEE**

Dated: August 9, 2005



The Honorable James V. Hansen
2005 BRAC Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Mr. Hansen,

We, the employees of Puget Sound Naval Shipyard Detachment Boston (historically known as the Boston Planning Yard), are writing to thank you for your consideration of our justification to remove our activity from the 2005 DOD BRAC recommendation list and to provide you with our final report. As you know, the DOD BRAC Industrial Joint Cross Service Group recommended realigning our activity to Puget Sound Naval Shipyard (PSNS) in Bremerton, WA. However, we believe that the documentation previously submitted to you and your fellow commissioners, both directly at the July 6th BRAC Commission hearing here in Boston, where Congressman Stephen F. Lynch led our appeal, and through our commission analyst C.W. Furlow, provides clear and conclusive justification to remove our activity from the DOD BRAC recommendation list.

The information we have presented is vital to the Commission's deliberations of the DOD BRAC recommendation concerning the realignment of our activity. As such, in this document we are providing a detailed summary, with supporting documentation, of our arguments to justify our removal from the 2005 DOD BRAC recommendation list. Also included is our recommendation for the correct alignment of our activity based on our actual mission. Our summary consists of the following sections:

- Section 1 – A76/Most Efficient Organization (MEO)
- Section 2 - Cost of Operation
- Section 3 - Military Value Analysis
- Section 4 - Excess Capacity
- Section 5 - Unique Functions
- Section 6 - Inappropriate Application of BRAC Process
- Section 7 - Recommendation and Conclusion

We believe that an open and fair review and evaluation of our data will invalidate the BRAC recommendation for our activity. We are confident that when you and your fellow Commissioners conduct this review you will all come to the same conclusion; The BPY should be removed from the DOD BRAC recommendation list and be allowed to continue its work as the only A76 certified Most Efficient Planning Yard in the United States Navy.

Finally, we thank you for your time and effort in support of your important mission to ensure that there is an independent assessment of not only our activity's DOD BRAC recommendation but in fact all of the 2005 DOD BRAC recommendations.

Sincerely,
The 2005 BPY Employee BRAC Committee



Henry Ayers, President IEPTE Local 15



Thomas Sanchez, Jr., President NFFE Local 1884

Richard Bors, Richard d'Entremont P.E., Paul d'Entremont P.E., Joel Loyko, Michael Shortsleeves, Gregory Russell and Peter Whelan

SECTION 1

The following A-76 description is provided to explain how BPY is an agency uniquely positioned as an MEO providing the best value to the Navy and the taxpayer.

A-76/BPY MOST EFFICIENT ORGANIZATION (MEO)

In 2001 BPY became the first Naval Engineering Activity mandated to undergo an OMB "Performance of Commercial Activity" A-76 competition against the private sector. BPY won the competition and is the A-76 certified Most Efficient and cost effective Organization (MEO) for performing Boston's Design Engineering Planning Yard work.

In order to win the A-76 competition, BPY reduced operating costs by 30% beating their closest competitor by \$11 million over a 5-year period (see enclose (1-1) A-76 bid results) that began on October 1, 2004. Savings were primarily achieved through position eliminations due to organizational restructuring and position downgrades of 40% of the workforce.

The DOD BRAC recommendation of realigning this work to Puget Sound Naval Shipyard is made with the inherent assumption that Puget Sound Naval Shipyard will perform this work at the same cost as the BPY MEO. There is no rationale provided to justify this assumption. PSNS has not submitted a plan to the DOD to accomplish the BPY work in accordance with the BPY MEO structure and cost basis.

The BPY in-house cost to perform the A-76 study (including contractor support) was \$698,421 (see enclosure (1-2) A-76 cost documents). Under the proposed DOD BRAC realignment, this cost will have been wasted and the government will never realize the \$11 million savings (average of \$2.2 million/yr) provided by BPY MEO. This non-realization of savings must be accounted for in the BRAC analysis.

This proposed BRAC realignment undermines the intent and integrity of the A-76 process, which was mandated by Executive Order, and like BRAC, is meant to improve efficiency. The BRAC and A-76 programs should be allowed to coexist rather than undermine each other.

ATTACHMENT 1

A-76 COST COMPARISON: IN-HOUSE VS. CONTRACT OR ISSA PERFORMANCE
CAMIS Number: NC20010767 - DESIGN ENGINEERING PSNSY DET BOSTON: (All Locations and Functional Areas)

3/10/04 12:19:36 PM (Version 1.6)

DECISION

Line 14. Minimum Conversion Differential:	(Line 1 Total x .10)	4,326,693
Line 15. Adjusted Total Cost of In-House	(Line 6 Total) + (Line 14 Total x Ratio of Added Personnel Cost)	71,659,034
Line 16. Adjusted Total Cost of Contract or ISSA	(Line 13 Total) + ((Line 14 Total - (Line 14 Total x Ratio of Added Personnel	6,889,348 8,872,650
Line 17. Decision:	(Line 16 - Line 15)	

Line 18. Cost Comparison Decision - Accomplish Work:

Line 19. In-House MEO Certified By: J. Clarke Orzalli
Date: 3/12/04 J. Clarke Orzalli, CAPT, USN - Shipyard Commander

I certify that, to the best of my knowledge and belief, the in-house organization reflected in this cost comparison is the most efficient and cost effective organization that is fully capable of performing the scope of work and tasks required by the Performance Work Statement. I further certify that I have obtained from the appropriate authority concurrence that the organizational structure, as proposed, can and will be fully implemented - subject to this cost comparison, and in accordance with all applicable Federal regulations.

Line 20. In-House Cost Estimate Prepared By: Thomas C. Lettis
Date: 3/10/04 Thomas C. Lettis - E. L. Hamm & Associates, Inc.

Line 21. Independent Reviewer: Daniel P. Coffey Line 21a. Independent Reviewer (At Tentative Decision Date): Not Reviewed 2-11/04
Independent Review Official for Navy and Marine Corps A-76 Studies

I certify that I have reviewed the Performance Work Statement, Management Plan, in-house cost estimates and supporting documentation available prior to bid opening and, to the best of my knowledge and ability, have determined that: (1) the ability of the in-house MEO to perform the work contained in the Performance Work Statement at the estimated costs included in this cost comparison is reasonably established and, (2) that all costs entered on the cost comparison have been prepared in accordance with the requirements of Circular A-76 and its Supplement.

Line 22. Cost Comparison Completed By: John F. [Signature]
Date: 4/16/04

1104616

ENCLOSURE 1-1

ATTACHMENT 1

A-76 COST COMPARISON: IN-HOUSE VS. CONTRACT OR ISSA PERFORMANCE
 CAMIS Number: NC20010767 - DESIGN ENGINEERING PSNSY DET BOSTON: (All Locations and Functional Areas)

3/10/04 12:19:35 PM (Version 1.6)

CONTRACT OR ISSA PERFORMANCE NOTE: First Performance Period is designated as a Phase-In/Transition Period

Performance Periods		Line 7. Contract/ISSA Price:	Line 8. Contract Administration:	Line 9. Additional:	Line 10. One Time Conversion:	Line 11. Gain on Assets:	Line 12. Federal Income Tax:	Line 13. Total Contract or ISSA:
9/1/04	9/30/04	1 39688	-3,853	0	0	0	(1978)	39688 - 397431
10/1/04	9/30/05	2 14,641,364	437,584	0	256,088	0	(7820)	592,272 15261829
10/1/05	9/30/06	3 14,665,024	452,481	0	0	0	(78325)	452,481 15044270
10/1/06	9/30/07	4 15,101,699	467,845	0	0	0	(76508)	467,845 15493976
10/1/07	9/30/08	5 15,471,404	485,089	0	0	0	(77457)	485,089 16899116
10/1/08	8/31/09	6 15,821,054	458,706	0	0	0	(77355)	458,706 16250385
		76,166,161	2,305,638	0	256,088	0	(380,820)	2,681,622 78,246,957

ENCLOSURE 1-1 CONT'D

ENCLOSURE I-1 CONT'D

ATTACHMENT 1

A-76 COST COMPARISON: IN-HOUSE VS. CONTRACT OR ISSA PERFORMANCE
 CAMIS Number: NC20070767 - DESIGN ENGINEERING PSNSY DET BOSTON: (All Locations and Functional Areas)
 3/10/04 12:19:34 PM (Version 1.6)

IN-HOUSE PERFORMANCE

NOTE: First Performance Period is designated as a Phase-In/Transition Period

Performance Periods	Line 1. Personnel:	Line 2. Material and Supply:	Line 3. Other Specifically Attributable:	Line 4. Overhead:	Line 5. Additional:	Line 6. Total In-House:
9/1/04	0	0	0	0	0	0
10/1/04	8,728,515	2,512,158	2,183,199	1,047,422	0	14,461,294
10/1/05	8,762,955	2,512,353	2,183,458	1,051,555	0	14,510,321
10/1/06	8,786,566	2,512,563	2,205,315	1,055,828	0	14,572,272
10/1/07	8,838,464	2,512,789	2,228,863	1,060,618	0	14,640,764
10/1/08	8,138,406	2,304,874	2,064,504	976,609	0	13,484,393
	43,268,926	12,354,737	10,645,338	5,182,032	0	71,889,034

This IHCE is For Official Use Only and Considered Procurement Sensitive Until the Tentative Cost Comparison Decision.
 A-76 COST COMPARISON: IN-HOUSE VS. CONTRACT OR ISSA PERFORMANCE - 1

ENCLOSURE 1-2

Ryan Milton M PUBO



Ryan Milton M PUBO
Thursday, April 22, 2004 5:03 PM
'MessalleRC@NAVSEA.NAVY.MIL'
A-76 In-house Costs

Subject:

Renee,

The attached spreadsheet shows the in-house costs for the A-76. There was a FISC Detachment Philadelphia contract to E. L. Hamm in the amount of \$310,874 for consulting services to us, also.

Milt Ryan

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

From: Tiernan Terence P PUBO
Sent: Thursday, April 22, 2004 1:39 PM
To: Ryan Milton M PUBO
Subject: RE: A-76 In-house Costs



A76 COST.XLS

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

From: Ryan Milton M PUBO
Sent: Thursday, April 22, 2004 11:17 AM
To: Tiernan Terence P PUBO
Subject: A-76 In-house Costs

NAVSEA has requested that we provide the in-house costs incurred for the A-76 effort. We need to provide both man hours and dollars, including material and travel.

Please provide me the requested data.

$$\begin{array}{r} \$310,874 \\ + \$387,547 \\ \hline \$698,421 \end{array}$$

SECTION 2

SECTION 2

COST OF OPERATIONS

The DOD BRAC COBRA financial analysis contains recurring savings errors that significantly change the DOD BRAC calculated payback time. The information contained in this section explains the DOD errors & omissions and contains a recalculation of the COBRA analysis for IND-0095R (see enclosure (2-1) for BPY COBRA analysis).

The table below describes the cobra report savings errors.

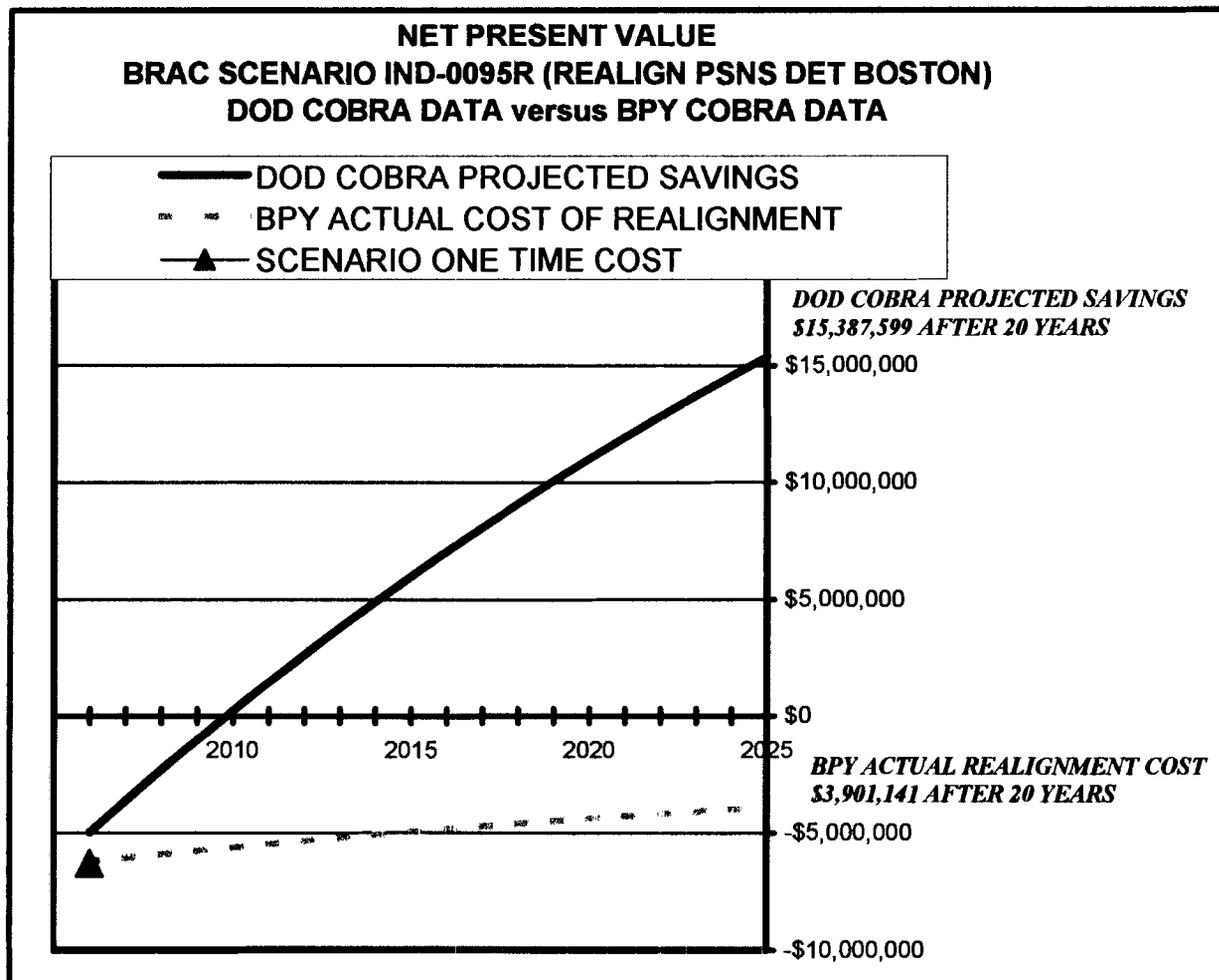
Description of incorrect data	DOD BRAC COBRA Data, Dated 05/13/05	BPY's recalculated Actual COBRA Data, Dated 07/29/05
Lease	\$765,500/year (recurring savings)	\$0.00 ¹
Boston Unique IT Functions	\$314,100/year (recurring savings)	\$26,900/year ² (recurring savings)
Gain in TDY Costs for East Coast Customers	Not Considered in DOD Analysis	-\$202,000/yr ³ (recurring cost)
Total miscellaneous recurring savings	\$1,079,600/year (recurring savings)	-\$175,100/yr (recurring cost)
Payback Time (Based on IND 0095R)	4 years	No Payback ⁴

¹ The COBRA report contains a recurring savings of \$765,500 based on elimination of an annual building lease. BPY does not pay a lease for use of office space. Our office space is located in a DOD owned building and is provided by the Department of the Army in return for operating fees. The fees charged represent the services of utilities, fire protection, guard service, rubbish removal etc (see enclosure (2-2) for BPY Office Space ISSA). These fees are accounted for in the COBRA analysis as Base Operating Support (BOS) for BPY. Because BPY's BOS is accounted for, the proposed recurring savings of \$765,500 is a double charge and should be removed.

² The COBRA report contains a recurring savings of \$314,100 based on the elimination of IT costs unique to BPY. All IT costs presently performed at BPY will be covered under NMCI with the exception of a recurring cost of \$26,900 (see enclosure (2-3) for BPY IT cost breakdown). NMCI costs and savings are a wash as stated in the Data Call Scenario IND-0095R (see enclosure (2-4), Data Call IND-0095, stating NMCI cost as a wash).

³ BPY's primary customers and areas of travel are to Washington, D.C. and Norfolk, VA. If BPY is realigned with Puget Sound, there will be a recurring cost associated with nonproductive travel time and per diem expenses for travel from Puget Sound Naval Shipyard to Boston's primary customers in the Washington, D.C. and Norfolk, VA areas. These recurring costs are conservatively estimated at \$202,000/year (see enclosure (2-5) for BPY calculated TDY savings) and have not been accounted for in the BRAC analysis. Travel to other BPY customers results in equivalent nonproductive travel time for BPY vs. PSNS.

Note: There are no BPY assigned ships located or repaired at PSNS (see enclosure (2-6) for BPY assigned ship locations).



In addition to the costs identified above, there will be an additional transitional cost associated with realigning BPY's workload to Puget. A transition period will be required to transfer corporate knowledge of all functions performed at BPY. Some of this workload, as outlined in Section 5 of this report, will be new to Puget's workforce. The length of the transition period has yet to be determined but for some unique functions the time frame could be 3-5 years. The cost of transition must be considered and added to the BPY recalculated recurring cost to the DOD should this realignment occur.

⁴When all financial errors and omissions are considered, there is no payback to the Department of Defense for this realignment. In fact, **the DOD will incur an initial cost of over \$5 million and a miscellaneous recurring cost in excess of \$175,100/year for this realignment.** These costs do not take into account the loss of the BPY MEO savings to the DOD of \$11 million over five years (average savings of \$2.2 million/year) and the unaccounted transitional costs.

ENCLOSURE 2-1

COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Starting Year : 2006
 Final Year : 2006
 Payback Year : 100+ Years

NPV in 2025(\$K): 3,901
 1-Time Cost(\$K): 6,304

Net Costs in 2005 Constant Dollars (\$K)								
	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	----	-----
MilCon	0	0	0	0	0	0	0	0
Person	200	-466	-466	-466	-466	-466	-2,131	-466
Overhd	382	304	304	304	304	304	1,903	304
Moving	5,583	0	0	0	0	0	5,583	0
Missio	0	0	0	0	0	0	0	0
Other	151	0	0	0	0	0	151	0
TOTAL	6,317	-162	-162	-162	-162	-162	5,507	-162

	2006	2007	2008	2009	2010	2011	Total
	----	----	----	----	----	----	----

POSITIONS ELIMINATED

Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Civ	5	0	0	0	0	0	5
TOT	5	0	0	0	0	0	5

POSITIONS REALIGNED

Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Stu	0	0	0	0	0	0	0
Civ	103	0	0	0	0	0	103
TOT	103	0	0	0	0	0	103

Summary:

Screen 1:

Scenario description:

Realign NAVSHIPYD PUGET SOUND DET BOSTON MA by relocating the ship repair function to NAVSHIPYD PUGET SOUND WA.

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BP^Y_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Costs in 2005 Constant Dollars (\$K)								
	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	----	-----
MilCon	0	0	0	0	0	0	0	0
Person	491	0	0	0	0	0	491	0
Overhd	419	340	340	340	340	340	2,121	340
Moving	5,583	0	0	0	0	0	5,583	0
Missio	0	0	0	0	0	0	0	0
Other	151	0	0	0	0	0	151	0
TOTAL	6,644	340	340	340	340	340	8,347	340

Savings in 2005 Constant Dollars (\$K)								
	2006	2007	2008	2009	2010	2011	Total	Beyond
	----	----	----	----	----	----	----	-----
MilCon	0	0	0	0	0	0	0	0
Person	291	466	466	466	466	466	2,622	466
Overhd	36	36	36	36	36	36	218	36
Moving	0	0	0	0	0	0	0	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	327	502	502	502	502	502	2,840	502

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.mn.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Total - Construction		0
Personnel		
Civilian RIF	363,301	
Civilian Early Retirement	101,179	
Eliminated Military PCS	0	
Unemployment	26,706	
Total - Personnel		491,186
Overhead		
Program Management Cost	78,145	
Support Contract Termination	0	
Mothball / Shutdown	0	
Total - Overhead		78,145
Moving		
Civilian Moving	5,417,128	
Civilian PPP	35,496	
Military Moving	0	
Freight	84,753	
Information Technologies	16,200	
One-Time Moving Costs	30,000	
Total - Moving		5,583,577
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	151,000	
Total - Other		151,000

Total One-Time Costs		6,303,909

One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		0

Total Net One-Time Costs		6,303,909

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPYYPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Base: NAVSTA BREMERTON, WA (N32416)
 (All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Management Cost	0	
Support Contract Termination	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPP	0	
Military Moving	0	
Freight	0	
Information Technologies	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	151,000	
Total - Other		151,000
-----		-----
Total One-Time Costs		151,000
-----		-----
One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----		-----
Total One-Time Savings		0
-----		-----
Total Net One-Time Costs		151,000

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CD..CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Base: NSY PS BOSTON, MA (N48695)
 (All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	0	
Total - Construction		0
Personnel		
Civilian RIF	363,301	
Civilian Early Retirement	101,179	
Eliminated Military PCS	0	
Unemployment	26,706	
Total - Personnel		491,186
Overhead		
Program Management Cost	78,145	
Support Contract Termination	0	
Mothball / Shutdown	0	
Total - Overhead		78,145
Moving		
Civilian Moving	5,417,128	
Civilian PPP	35,496	
Military Moving	0	
Freight	84,753	
Information Technologies	16,200	
One-Time Moving Costs	30,000	
Total - Moving		5,583,577
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	0	
Total - Other		0
-----	-----	-----
Total One-Time Costs		6,152,909
-----	-----	-----
One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
-----	-----	-----
Total One-Time Savings		0
-----	-----	-----
Total Net One-Time Costs		6,152,909

TOTAL COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 2/9
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

RECURRINGCOSTS -----(\$K)-----	2006	2007	2008	2009	2010	2011	Total	Beyond
O&M								
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	36	36	36	36	36	36	216	36
Civ Salary	0	0	0	0	0	0	0	0
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	304	304	304	304	304	304	1,827	304
TOTAL RECUR	340	340	340	340	340	340	2,043	340
TOTAL COST	6,644	340	340	340	340	340	8,347	340
ONE-TIME SAVES -----(\$K)-----	2006	2007	2008	2009	2010	2011	Total	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	0	0	0	0	0	0	
RECURRINGSAVES -----(\$K)-----	2006	2007	2008	2009	2010	2011	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	9	9	9	9	9	9	56	9
Civ Salary	291	466	466	466	466	466	2,622	466
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	27	27	27	27	27	27	162	27
TOTAL RECUR	327	502	502	502	502	502	2,840	502
TOTAL SAVINGS	327	502	502	502	502	502	2,840	502

TOTAL COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 3/9
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Pctrs File : C:\COBRA\BRAC2005.SFF

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total	
---- (\$K) ----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	464	0	0	0	0	0	464	
Civ Moving	5,537	0	0	0	0	0	5,537	
Info Tech	16	0	0	0	0	0	16	
Other	135	0	0	0	0	0	135	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Misn Contract	0	0	0	0	0	0	0	
1-Time Other	151	0	0	0	0	0	151	
TOTAL ONE-TIME	6,304	0	0	0	0	0	6,304	
RECURRING NET								
---- (\$K) ----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	27	27	27	27	27	27	160	27
Civ Salary	-291	-466	-466	-466	-466	-466	-2,622	-466
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	278	278	278	278	278	278	1,666	278
TOTAL RECUR	13	-162	-162	-162	-162	-162	-797	-162
TOTAL NET COST	6,317	-162	-162	-162	-162	-162	5,507	-162

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 5/9
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Base: NAVSTA BREMERTON, WA (N32416)

RECURRINGCOSTS	2006	2007	2008	2009	2010	2011	Total	Beyond
----- (\$K) -----	----	----	----	----	----	----	-----	-----
O&M								
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	36	36	36	36	36	36	216	36
Civ Salary	0	0	0	0	0	0	0	0
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	304	304	304	304	304	304	1,827	304
TOTAL RECUR	340	340	340	340	340	340	2,043	340
TOTAL COSTS	491	340	340	340	340	340	2,194	340
ONE-TIME SAVES	2006	2007	2008	2009	2010	2011	Total	
----- (\$K) -----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	0	0	0	0	0	0	
RECURRINGSAVES	2006	2007	2008	2009	2010	2011	Total	Beyond
----- (\$K) -----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Civ Salary	115	115	115	115	115	115	693	115
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
TOTAL RECUR	115	115	115	115	115	115	693	115
TOTAL SAVINGS	115	115	115	115	115	115	693	115

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 6/9
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Base: NAVSTA BREMERTON, WA (N32415)

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	0	0	0	0	0	0	
Civ Moving	0	0	0	0	0	0	0	
Info Tech	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Misn Contract	0	0	0	0	0	0	0	
1-Time Other	151	0	0	0	0	0	151	
TOTAL ONE-TIME	151	0	0	0	0	0	151	
RECURRING NET	2006	2007	2008	2009	2010	2011	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS								
O&M	0	0	0	0	0	0	0	0
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	36	36	36	36	36	36	216	36
Civ Salary	-115	-115	-115	-115	-115	-115	-693	-115
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	304	304	304	304	304	304	1,827	304
TOTAL RECUR	225	225	225	225	225	225	1,350	225
TOTAL NET COST	376	225	225	225	225	225	1,501	225

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Base: NSY PS BOSTON, MA (N48695)

RECURRINGCOSTS	2006	2007	2008	2009	2010	2011	Total	Beyond
----- (\$K) -----	----	----	----	----	----	----	-----	-----
O&M								
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0

TOTAL COSTS 6,153 0 0 0 0 0 6,153 0

ONE-TIME SAVES	2006	2007	2008	2009	2010	2011	Total	Beyond
----- (\$K) -----	----	----	----	----	----	----	-----	-----
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	0
O&M								
1-Time Move	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	0
OTHER								
Environmental	0	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0	0

RECURRINGSAVES	2006	2007	2008	2009	2010	2011	Total	Beyond
----- (\$K) -----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS								
	0	0	0	0	0	0	0	0
O&M								
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	9	9	9	9	9	9	56	9
Civ Salary	175	351	351	351	351	351	1,929	351
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	27	27	27	27	27	27	161	27
TOTAL RECUR	212	387	387	387	387	387	2,147	387
TOTAL SAVINGS	212	387	387	387	387	387	2,147	387

COBRA REALIGNMENT DETAIL REPORT (COBRA v6.10) - Page 9/9
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Base: NSY PS BOSTON, MA (N48695)

ONE-TIME NET	2006	2007	2008	2009	2010	2011	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	464	0	0	0	0	0	464	
Civ Moving	5,537	0	0	0	0	0	5,537	
Info Tech	16	0	0	0	0	0	16	
Other	135	0	0	0	0	0	135	
MIL PERSONNEL								
Mil Moving	0	0	0	0	0	0	0	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Misn Contract	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	6,153	0	0	0	0	0	6,153	
RECURRING NET								
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS								
O&M								
Sustainment	0	0	0	0	0	0	0	0
Recap	0	0	0	0	0	0	0	0
BOS	-9	-9	-9	-9	-9	-9	-56	-9
Civ Salary	-175	-351	-351	-351	-351	-351	-1,929	-351
TRICARE	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission Activ	0	0	0	0	0	0	0	0
Misc Recur	-27	-27	-27	-27	-27	-27	-161	-27
TOTAL RECUR	-212	-387	-387	-387	-387	-387	-2,147	-387
TOTAL NET COST	5,941	-387	-387	-387	-387	-387	4,006	-387

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Personnel					
Base	Start*	Finish*	Change	%Change	
NAVSTA BREMERTON	12,532	12,635	103	1%	
NSY PS BOSTON	108	0	-108	-100%	
TOTAL	12,640	12,635	-5	0%	

Square Footage					
Base	Start	Finish	Change	%Change	Chg/Per
NAVSTA BREMERTON	8,969,175	8,969,175	0	0%	0
NSY PS BOSTON	0	0	0	0%	0
TOTAL	8,969,175	8,969,175	0	0%	0

Base Operations Support (2005\$)					
Base	Start*	Finish*	Change	%Change	Chg/Per
NAVSTA BREMERTON	7,483,556	7,519,556	36,000	0%	349
NSY PS BOSTON	781,454	772,063	-9,391	-1%	87
TOTAL	8,265,010	8,291,619	26,609	0%	-5,322

Sustainment (2005\$)					
Base	Start	Finish	Change	%Change	Chg/Per
NAVSTA BREMERTON	42,829,135	42,829,135	0	0%	0
NSY PS BOSTON	0	0	0	0%	0
TOTAL	42,829,135	42,829,135	0	0%	0

Recapitalization (2005\$)					
Base	Start	Finish	Change	%Change	Chg/Per
NAVSTA BREMERTON	25,751,692	25,751,692	0	0%	0
NSY PS BOSTON	0	0	0	0%	0
TOTAL	25,751,692	25,751,692	0	0%	0

Sustain + Recap + BOS (2005\$)					
Base	Start	Finish	Change	%Change	Chg/Per
NAVSTA BREMERTON	76,064,383	76,100,383	36,000	0%	349
NSY PS BOSTON	781,454	772,063	-9,391	-1%	87
TOTAL	76,845,837	76,872,446	26,609	0%	-5,322

Plant Replacement Value (2005\$)					
Base	Start	Finish	Change	%Change	Chg/Per
NAVSTA BREMERTON	2,935,692,925	2,935,692,925	0	0%	0
NSY PS BOSTON	0	0	0	0%	0
TOTAL	2,935,692,925	2,935,692,925	0	0%	0

Department : NAVY
Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
Option Pkg Name: SR-4(0095)
Std Fctrs File : C:\COBRA\BRAC2005.SFF

- "Start" and "Finish" values for Personnel and BOS both include the Programmed Installation Population (non-BRAC) Changes, so that only changes attributable to the BRAC action are reflected in the "Change" columns of this report.

TOTAL COBRA MILITARY CONSTRUCTION ASSETS REPORT (COBRA v6.10)
Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
Option Pkg Name: SR-4(0095)
Std Fctrs File : C:\COBRA\BRAC2005.SFF

All values in 2005 Constant Dollars

Base Name	Total MilCon*	Milcon Cost Avoidance	Total Net Costs
NAVSTA BREMERTON	0	0	0
NSY PS BOSTON	0	0	0
Totals:	0	0	0

- All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

COBRA NET PRESENT VALUES REPORT (COBRA v6.10)
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Year	Cost(\$)	Adjusted Cost(\$)	NPV(\$)
2006	6,317,265	6,230,639	6,230,639
2007	-162,009	-155,435	6,075,203
2008	-162,009	-151,202	5,924,001
2009	-162,009	-147,083	5,776,918
2010	-162,009	-143,077	5,633,841
2011	-162,009	-139,180	5,494,661
2012	-162,009	-135,389	5,359,271
2013	-162,009	-131,702	5,227,570
2014	-162,009	-128,114	5,099,455
2015	-162,009	-124,625	4,974,830
2016	-162,009	-121,230	4,853,600
2017	-162,009	-117,928	4,735,672
2018	-162,009	-114,716	4,620,955
2019	-162,009	-111,592	4,509,363
2020	-162,009	-108,552	4,400,811
2021	-162,009	-105,596	4,295,215
2022	-162,009	-102,719	4,192,496
2023	-162,009	-99,922	4,092,574
2024	-162,009	-97,200	3,995,374
2025	-162,009	-94,553	3,900,821
2026	-162,009	-91,977	3,808,844
2027	-162,009	-89,472	3,719,372
2028	-162,009	-87,035	3,632,337
2029	-162,009	-84,664	3,547,672
2030	-162,009	-82,358	3,465,314
2031	-162,009	-80,115	3,385,198
2032	-162,009	-77,933	3,307,265
2033	-162,009	-75,810	3,231,455
2034	-162,009	-73,745	3,157,709
2035	-162,009	-71,737	3,085,972
2036	-162,009	-69,783	3,016,190
2037	-162,009	-67,882	2,948,307
2038	-162,009	-66,033	2,882,274
2039	-162,009	-64,235	2,818,039
2040	-162,009	-62,485	2,755,554
2041	-162,009	-60,783	2,694,771
2042	-162,009	-59,128	2,635,643
2043	-162,009	-57,517	2,578,126
2044	-162,009	-55,950	2,522,175
2045	-162,009	-54,427	2,467,749
2046	-162,009	-52,944	2,414,804
2047	-162,009	-51,502	2,363,302
2048	-162,009	-50,099	2,313,203
2049	-162,009	-48,735	2,264,468
2050	-162,009	-47,407	2,217,061
2051	-162,009	-46,116	2,170,945
2052	-162,009	-44,860	2,126,085
2053	-162,009	-43,638	2,082,446
2054	-162,009	-42,449	2,039,997
2055	-162,009	-41,293	1,998,703
2056	-162,009	-40,169	1,958,535
2057	-162,009	-39,074	1,919,460
2058	-162,009	-38,010	1,881,450
2059	-162,009	-36,975	1,844,475
2060	-162,009	-35,968	1,808,507
2061	-162,009	-34,988	1,773,519
2062	-162,009	-34,035	1,739,484
2063	-162,009	-33,108	1,706,376
2064	-162,009	-32,206	1,674,169
2065	-162,009	-31,329	1,642,840
2066	-162,009	-30,476	1,612,364

COBRA NET PRESENT VALUES REPORT (COBRA v6.10) - Page 2
Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
Option Pkg Name: SR-4(0095)
Std Fctrs File : C:\COBRA\BRAC2005.SFF

2067	-162,009	-29,646	1,582,718
2068	-162,009	-28,838	1,553,880
2069	-162,009	-28,053	1,525,827
2070	-162,009	-27,289	1,498,538
2071	-162,009	-26,545	1,471,993
2072	-162,009	-25,822	1,446,170
2073	-162,009	-25,119	1,421,051
2074	-162,009	-24,435	1,396,616
2075	-162,009	-23,769	1,372,847
2076	-162,009	-23,122	1,349,725
2077	-162,009	-22,492	1,327,233
2078	-162,009	-21,879	1,305,353
2079	-162,009	-21,284	1,284,070
2080	-162,009	-20,704	1,263,366
2081	-162,009	-20,140	1,243,226
2082	-162,009	-19,591	1,223,634
2083	-162,009	-19,058	1,204,577
2084	-162,009	-18,539	1,186,038
2085	-162,009	-18,034	1,168,004
2086	-162,009	-17,542	1,150,461
2087	-162,009	-17,065	1,133,397
2088	-162,009	-16,600	1,116,797
2089	-162,009	-16,148	1,100,649
2090	-162,009	-15,708	1,084,941
2091	-162,009	-15,280	1,069,661
2092	-162,009	-14,864	1,054,797
2093	-162,009	-14,459	1,040,338
2094	-162,009	-14,065	1,026,272
2095	-162,009	-13,682	1,012,590
2096	-162,009	-13,309	999,281
2097	-162,009	-12,947	986,334
2098	-162,009	-12,594	973,739
2099	-162,009	-12,251	961,488
2100	-162,009	-11,918	949,570
2101	-162,009	-11,593	937,977
2102	-162,009	-11,277	926,700
2103	-162,009	-10,970	915,730
2104	-162,009	-10,671	905,058
2105	-162,009	-10,381	894,678

TOTAL COBRA PERSONNEL IMPACT REPORT (COBRA v6.10) - Page 1/3
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Pctrs File : C:\COBRA\BRAC2005.SFF

	Rate	2006	2007	2008	2009	2010	2011	Total
CIVILIAN POSITIONS REALIGNING OUT		103	0	0	0	0	0	103
Early Retirement*	8.10%	8	0	0	0	0	0	8
Regular Retirement*	1.67%	2	0	0	0	0	0	2
Civilian Turnover*	9.16%	9	0	0	0	0	0	9
Civs Not Moving (RIFs)*	6.00%	6	0	0	0	0	0	6
Civilians Moving (the remainder)		78	0	0	0	0	0	78
Civilian Positions Available		25	0	0	0	0	0	25
CIVILIAN POSITIONS ELIMINATED		5	0	0	0	0	0	5
Early Retirement	8.10%	0	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	39.97%	2	0	0	0	0	0	2
Civilians Available to Move		3	0	0	0	0	0	3
Civilians Moving		3	0	0	0	0	0	3
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		103	0	0	0	0	0	103
Civilians Moving		81	0	0	0	0	0	81
New Civilians Hired		22	0	0	0	0	0	22
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIREMENTS		8	0	0	0	0	0	8
TOTAL CIVILIAN RIFs		6	0	0	0	0	0	6
TOTAL CIVILIAN PRIORITY PLACEMENTS#		2	0	0	0	0	0	2
TOTAL CIVILIAN NEW HIRES		22	0	0	0	0	0	22

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Base: NAVSTA BREMERTON, WA (N32416)Rate	2006	2007	2008	2009	2010	2011	Total

CIVILIAN POSITIONS REALIGNING OUT	0	0	0	0	0	0	0
Early Retirement*	8.10%	0	0	0	0	0	0
Regular Retirement*	1.67%	0	0	0	0	0	0
Civilian Turnover*	9.16%	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED	0	0	0	0	0	0	0
Early Retirement	8.10%	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0
Priority Placement#	39.97%	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN	103	0	0	0	0	0	103
Civilians Moving	81	0	0	0	0	0	81
New Civilians Hired	22	0	0	0	0	0	22
Other Civilian Additions	0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS	0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS	0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#	0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES	22	0	0	0	0	0	22

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4 (0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Base: NSY PS BOSTON, MA (N48695)Rate	2006	2007	2008	2009	2010	2011	Total
CIVILIAN POSITIONS REALIGNING OUT	103	0	0	0	0	0	103
Early Retirement*	8.10%	8	0	0	0	0	8
Regular Retirement*	1.67%	2	0	0	0	0	2
Civilian Turnover*	9.16%	9	0	0	0	0	9
Civs Not Moving (RIFs)*	6.00%	6	0	0	0	0	6
Civilians Moving (the remainder)		78	0	0	0	0	78
Civilian Positions Available		25	0	0	0	0	25
CIVILIAN POSITIONS ELIMINATED	5	0	0	0	0	0	5
Early Retirement	8.10%	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0
Priority Placement#	39.97%	2	0	0	0	0	2
Civilians Available to Move		3	0	0	0	0	3
Civilians Moving		3	0	0	0	0	3
Civilian RIFs (the remainder)		0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN	0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		8	0	0	0	0	8
TOTAL CIVILIAN RIFS		6	0	0	0	0	6
TOTAL CIVILIAN PRIORITY PLACEMENTS#		2	0	0	0	0	2
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0

• Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

COBRA PERSONNEL YEARLY PERCENTAGES REPORT (COBRA v6.10)
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Base: NAVSTA BREMERTON, WA (N32416)

Year	Pers Moved In/Added		MilCon TimePhase	Pers Moved Out/Eliminated		ShutDn TimePhase
	Total	Percent		Total	Percent	
2006	103	100.00%	100.00%	0	0.00%	16.67%
2007	0	0.00%	0.00%	0	0.00%	16.67%
2008	0	0.00%	0.00%	0	0.00%	16.67%
2009	0	0.00%	0.00%	0	0.00%	16.67%
2010	0	0.00%	0.00%	0	0.00%	16.67%
2011	0	0.00%	0.00%	0	0.00%	16.67%
TOTALS	103	100.00%	100.00%	0	0.00%	100.00%

Base: NSY PS BOSTON, MA (N48695)

Year	Pers Moved In/Added		MilCon TimePhase	Pers Moved Out/Eliminated		ShutDn TimePhase
	Total	Percent		Total	Percent	
2006	0	0.00%	33.33%	108	100.00%	100.00%
2007	0	0.00%	16.67%	0	0.00%	0.00%
2008	0	0.00%	16.67%	0	0.00%	0.00%
2009	0	0.00%	16.67%	0	0.00%	0.00%
2010	0	0.00%	16.67%	0	0.00%	0.00%
2011	0	0.00%	0.00%	0	0.00%	0.00%
TOTALS	0	0.00%	100.00%	108	100.00%	100.00%

COBRA TOTAL PERSONNEL SUMMARY REPORT (COBRA v6.10)
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

TOTAL SCENARIO POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
335	3,948	21	9,731

TOTAL PROGRAMMED INSTALLATION (NON-BRAC) CHANGES, ENTIRE SCENARIO:

	2006	2007	2008	2009	2010	2011	Total
Officers	-1	-28	0	-9	9	0	-29
Enlisted	-69	-585	-1	-1	0	0	-656
Students	0	0	0	0	0	0	0
Civilians	-16	19	-1,312	325	151	123	-710
TOTAL	-86	-594	-1,313	315	160	123	-1,395

TOTAL SCENARIO POPULATION (FY 2005, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
306	3,292	21	9,021

TOTAL PERSONNEL REALIGNMENTS, ENTIRE SCENARIO):

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	103	0	0	0	0	0	103
TOTAL	103	0	0	0	0	0	103

TOTAL SCENARIO POSITION CHANGES, ENTIRE SCENARIO:

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Civilians	-5	0	0	0	0	0	-5
TOTAL	-5	0	0	0	0	0	-5

TOTAL SCENARIO POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
306	3,292	21	9,016

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

PERSONNEL SUMMARY FOR: NAVSTA BREMERTON, WA (N32416)

BASE POPULATION (FY 2005):

Officers	Enlisted	Students	Civilians
335	3,948	21	9,623

PROGRAMMED INSTALLATION (NON-BRAC) CHANGES FOR: NAVSTA BREMERTON, WA (N32416)

	2006	2007	2008	2009	2010	2011	Total
Officers	-1	-28	0	-9	9	0	-29
Enlisted	-69	-585	-1	-1	0	0	-656
Students	0	0	0	0	0	0	0
Civilians	-16	19	-1,312	325	151	123	-710
TOTAL	-86	-594	-1,313	315	160	123	-1,395

BASE POPULATION (Prior to BRAC Action) FOR: NAVSTA BREMERTON, WA (N32416)

Officers	Enlisted	Students	Civilians
306	3,292	21	8,913

PERSONNEL REALIGNMENTS:

From Base: NSY PS BOSTON, MA (N48695)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	103	0	0	0	0	0	103
TOTAL	103	0	0	0	0	0	103

TOTAL PERSONNEL REALIGNMENTS (Into NAVSTA BREMERTON, WA (N32416)):

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	103	0	0	0	0	0	103
TOTAL	103	0	0	0	0	0	103

BASE POPULATION (After BRAC Action) FOR: NAVSTA BREMERTON, WA (N32416)

Officers	Enlisted	Students	Civilians
306	3,292	21	9,016

PERSONNEL SUMMARY FOR: NSY PS BOSTON, MA (N48695)

BASE POPULATION (FY 2005, Prior to BRAC Action) FOR: NSY PS BOSTON, MA (N48695)

Officers	Enlisted	Students	Civilians
0	0	0	108

PERSONNEL REALIGNMENTS:

To Base: NAVSTA BREMERTON, WA (N32416)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	103	0	0	0	0	0	103
TOTAL	103	0	0	0	0	0	103

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

TOTAL PERSONNEL REALIGNMENTS (Out of NSY PS BOSTON, MA (N48695)):

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Students	0	0	0	0	0	0	0
Civilians	103	0	0	0	0	0	103
TOTAL	103	0	0	0	0	0	103

SCENARIO POSITION CHANGES FOR: NSY PS BOSTON, MA (N48695)

	2006	2007	2008	2009	2010	2011	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Civilians	-5	0	0	0	0	0	-5
TOTAL	-5	0	0	0	0	0	-5

BASE POPULATION (After BRAC Action) FOR: NSY PS BOSTON, MA (N48695)

Officers	Enlisted	Students	Civilians
0	0	0	0

COBRA SUSTAINMENT/RECAP/BOS/HOUSING CHANGE REPORT (COBRA v6.10)
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

Net Change(\$K)	2006	2007	2008	2009	2010	2011	Total	Beyond
Sustain Change	0	0	0	0	0	0	0	0
Recap Change	0	0	0	0	0	0	0	0
BOS Change	27	27	27	27	27	27	160	27
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	27	27	27	27	27	27	160	27

NAVSTA BREMERTON, WA (N32416)

Net Change(\$K)	2006	2007	2008	2009	2010	2011	Total	Beyond
Sustain Change	0	0	0	0	0	0	0	0
Recap Change	0	0	0	0	0	0	0	0
BOS Change	36	36	36	36	36	36	216	36
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	36	36	36	36	36	36	216	36

NSY PS BOSTON, MA (N48695)

Net Change(\$K)	2006	2007	2008	2009	2010	2011	Total	Beyond
Sustain Change	0	0	0	0	0	0	0	0
Recap Change	0	0	0	0	0	0	0	0
BOS Change	-9	-9	-9	-9	-9	-9	-56	-9
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	-9	-9	-9	-9	-9	-9	-56	-9

COBRA INPUT DATA REPORT (COBRA v6.10)
 Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 2006
 Model does Time-Phasing of Construction/Shutdown: Yes

Base Name, ST (Code)	Strategy:
-----	-----
NAVSTA BREMERTON, WA (N32416)	Realignment
NSY PS BOSTON, MA (N48695)	Realignment

INPUT SCREEN TWO - DISTANCE TABLE

(Only shows distances where personnel or equipment are moving)

Point A:	Point B:	Distance:
-----	-----	-----
NAVSTA BREMERTON, WA (N32416)	NSY PS BOSTON, MA (N48695)	2,995 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NSY PS BOSTON, MA (N48695) to NAVSTA BREMERTON, WA (N32416)

	2006	2007	2008	2009	2010	2011
	----	----	----	----	----	----
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	103	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
NonVeh Missn Eqpt(tons):	5	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NAVSTA BREMERTON, WA (N32416)

Total Officer Employees:	335	Base Service (for BOS/Sust):	Navy
Total Enlisted Employees:	3,948	Total Sustainment(\$K/Year):	57,661
Total Student Employees:	21	Sustain Payroll (\$K/Year):	14,832
Total Civilian Employees:	9,623	BOS Non-Payroll (\$K/Year):	7,971
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll (\$K/Year):	14,956
Officer Housing Units Avail:	0	Family Housing (\$K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV(\$K):	2,935,693
Starting Facilities(KSF):	8,969	Svc/Agcy Recap Rate (Years):	114
Officer BAH (\$/Month):	1,176	Homeowner Assistance Program:	Yes
Enlisted BAH (\$/Month):	854		
Civ Locality Pay Factor:	1.152	TRICARE	In-Pat Out-Pat
Area Cost Factor:	1.20		Admits Visits Prescrip
Per Diem Rate (\$/Day):	100	CostFactor	6,440.00 105.00 30.74
Freight Cost (\$/Ton/Mile):	0.48	Actv MTF	2,065 129,292 138,346
Vehicle Cost (\$/Lift/Mile):	4.84	Actv Purch	90 7,857
Latitude:	47.746260	Retiree	552 51,173 154,930
Longitude:	-122.724350	Retiree65+	382 15,990 93,063

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NSY PS BOSTON, MA (N48695)

Total Officer Employees:	0	Base Service (for BOS/Sust):	Navy
Total Enlisted Employees:	0	Total Sustainment(\$K/Year):	0
Total Student Employees:	0	Sustain Payroll (\$K/Year):	0
Total Civilian Employees:	108	BOS Non-Payroll (\$K/Year):	781
Accomp Mil not Receiving BAH:	0.0%	BOS Payroll (\$K/Year):	0
Officer Housing Units Avail:	0	Family Housing (\$K/Year):	0
Enlisted Housing Units Avail:	0	Installation PRV(\$K):	0
Starting Facilities(KSF):	0	Svc/Agcy Recap Rate (Years):	114
Officer BAH (\$/Month):	2,359	Homeowner Assistance Program:	No
Enlisted BAH (\$/Month):	1,988		
Civ Locality Pay Factor:	1.170	TRICARE	In-Pat Out-Pat
Area Cost Factor:	1.12		Admits Visits Prescrip
Per Diem Rate (\$/Day):	243	CostFactor	5,931.00 149.00 24.16
Freight Cost (\$/Ton/Mile):	0.48	Actv MTF	0 23,094 33,628
Vehicle Cost (\$/Lift/Mile):	4.84	Actv Purch	464 25,950
Latitude:	42.348900	Retiree	0 4,411 24,917
Longitude:	-71.046500	Retiree65+	0 511 50,184

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NAVSTA BREMERTON, WA (N32416)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost (\$K):	151	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misn Contract Start(\$K):	0	0	0	0	0	0
Misn Contract Term (\$K):	0	0	0	0	0	0
Supt Contract Term (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	304	304	304	304	304	304
Misc Recurring Save(\$K):	0	0	0	0	0	0
One-Time IT Costs (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
MTF Closure Action:	None Fac ShDn(KSF):			0	FH ShDn:	0.000%

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NSY PS BOSTON, MA (N48695)

	2006	2007	2008	2009	2010	2011
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	30	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misn Contract Start(\$K):	0	0	0	0	0	0
Misn Contract Term (\$K):	0	0	0	0	0	0
Supt Contract Term (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	27	27	27	27	27	27
One-Time IT Costs (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
Misn Milcon Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
MTF Closure Action:	None	Fac ShDn(KSF):		0	FH ShDn:	0.000%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: NAVSTA BREMERTON, WA (N32416)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Prog nonBRAC Change:	-1	-28	0	-9	9	0
Enl Prog nonBRAC Change:	-69	-585	-1	-1	0	0
Civ Prog nonBRAC Change:	-16	19	-1,312	325	151	123
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

Name: NSY PS BOSTON, MA (N48695)

	2006	2007	2008	2009	2010	2011
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	-5	0	0	0	0	0
Off Prog nonBRAC Change:	0	0	0	0	0	0
Enl Prog nonBRAC Change:	0	0	0	0	0	0
Civ Prog nonBRAC Change:	0	0	0	0	0	0
Stu Prog nonBRAC Change:	0	0	0	0	0	0
Prog FH Privatization:	0%	0%	0%	0%	0%	0%

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

STANDARD FACTORS SCREEN ONE - PERSONNEL

SF File Descrip:

Perc Officers Accompanied:	72.00%	Priority Placement Program:	39.97%
Perc Enlisted Accompanied:	55.00%	PPP Actions Involving PCS:	50.70%
Officer Salary(\$/Year):	124,971.93	Civilian PCS Costs (\$):	35,496.00
Enlisted Salary(\$/Year):	82,399.09	Home Sale Reimburse Rate:	10.00%
Civilian Salary(\$/Year):	59,959.18	Max Home Sale Reimburs(\$):	50,000.00
Avg Unemploy Cost(\$/Week):	272.90	Home Purch Reimburse Rate:	5.00%
Unemployment Eligibility(Weeks):	16	Max Home Purch Reimburs(\$):	25,000.00
Civilians Not Willing To Move:	6.00%	Civilian Homeowning Rate:	68.40%
Civilian Turnover Rate:	9.16%	HAP Home Value Reimburse Rate:	13.46%
Civilian Early Retire Rate:	8.10%	HAP Homeowner Receiving Rate:	18.44%
Civilian Regular Retire Rate:	1.67%	RSE Home Value Reimburse Rate:	0.00%
Civilian RIF Pay Factor:	86.32%	RSE Homeowner Receiving Rate:	0.00%
Civ Early Retire Pay Factor:	18.03%		

STANDARD FACTORS SCREEN TWO - FACILITIES

	Army	Navy	Air Force	Marines
Service Sustainment Rate	87.00%	93.00%	92.00%	97.00%
Unit Cost Adjustment (BOS)	10332.00	8879.00	3032.00	3904.00
Program Management Factor:	10.00	MilCon Site Prep Cost (\$/SF):	0.74	
Mothball (Close) (\$/SF):	0.18	MilCon Contingency Plan Rate:	5.00%	
Mothball (Deac/Realn) (\$/SF):	0.45	MilCon Design Rate (Medical):	13.00%	
Rehab vs. MilCon (Default):	47.00%	MilCon Design Rate (Other):	9.00%	
Rehab vs. MilCon (Red):	64.00%	MilCon SIOH Rate:	6.00%	
Rehab vs. MilCon (Amber):	29.00%	Discount Rate for NPV/Payback:	2.80%	

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Mil (Lb):	710	Storage-In-Transit (\$/Pers):	373.76
HHG Per Off Accomp (Lb):	15,290.00	POV Reimburse(\$/Mile):	0.20
HHG Per Enl Accomp (Lb):	9,204.00	Air Transport (\$/Pass Mile):	0.20
HHG Per Off Unaccomp (Lb):	13,712.00	IT Connect (\$/Person):	200.00
HHG Per Enl Unaccomp (Lb):	6,960.00	Misc Exp(\$/Direct Employee):	1,000.00
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Months):	30.02
Total HHG Cost (\$/100Lb):	8.78	One-Time Off PCS Cost(\$):	10,477.58
Equip Pack & Crate(\$/Ton):	180.67	One-Time Enl PCS Cost(\$):	3,998.52

Department : NAVY
Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
Option Pkg Name: SR-4(0095)
Std Fctrs File : C:\COBRA\BRAC2005.SFF

FOOTNOTES FOR SCREEN ONE

=====

Screen 1:

Scenario description:

Realign NAVSHIPYD PUGET SOUND DET BOSTON MA by relocating the ship repair function to NAVSHIPYD PUGET SOUND WA.

FOOTNOTES FOR SCREEN THREE

=====

Screen 3:

From NSY PS BOSTON to NAVSTA BREMERTON

Civilian Positions FY06: 103

Source: IND-0095 Scenario Data Call Worksheet dated 14 Mar 05.

Non-Vehicle Mission Equipment FY06: 5

Source: IND-0095 Scenario Data Call Worksheet dated 14 Mar 05.

FOOTNOTES FOR SCREEN FIVE

=====

Screen 5:

NSY PS BOSTON

One-time Moving Costs:

FY06: \$ 30K

Source: IND-0095 Scenario Data Call Worksheet dated 14 Mar 05, Question 20.

Misc. Recurring Savings:

FY06-FY11: \$1079.6K per FY

Source: IND-0095 Scenario Data Call Worksheet dated 14 Mar 05, Question 27.

Facility Shutdown: 50.3 reduced to 0

Source: IND-0095 Scenario Data Call Worksheet dated 14 Mar 05.

Closing more square feet than reported in static data.

NAVSTA BREMERTON

One-time Unique Costs:

FY06: \$151K

Source: IND-0095 Scenario Data Call Worksheet dated 14 Mar 05, Question 35.

Misc. Recurring Cost:

FY06-FY11: \$ 102K per FY

Source: IND-0095 Scenario Data Call Worksheet dated 14 Mar 05, Question 39.

FOOTNOTES FOR SCREEN SIX

=====

NSY PS BOSTON

Scenario Changes by year:

Civilian Positions Elimination

FY06: 5

Source: IND-0095 Scenario Data Call Worksheet dated 14 Mar 05.

COBRA ECONOMIC IMPACT REPORT (COBRA v6.10)

Data As Of 7/24/2005 4:26:28 PM, Report Created 7/28/2005 7:49:04 PM

Department : NAVY
 Scenario File : C:\Documents and Settings\Administrator\Desktop\SR-4(0095R)_BPY_Presentation.CBR
 Option Pkg Name: SR-4(0095)
 Std Fctrs File : C:\COBRA\BRAC2005.SFF

NAVSTA BREMERTON, WA (N32416)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	0	0	0	0
Jobs Gained-Civ	103	0	0	0	0	0	103
Jobs Lost-Civ	0	0	0	0	0	0	0
NET CHANGE-Civ	103	0	0	0	0	0	103
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0

NSY PS BOSTON, MA (N48695)

	2006	2007	2008	2009	2010	2011	Total
Jobs Gained-Mil	0	0	0	0	0	0	0
Jobs Lost-Mil	0	0	0	0	0	0	0
NET CHANGE-Mil	0	0	0	0	0	0	0
Jobs Gained-Civ	0	0	0	0	0	0	0
Jobs Lost-Civ	108	0	0	0	0	0	108
NET CHANGE-Civ	-108	0	0	0	0	0	-108
Jobs Gained-Stu	0	0	0	0	0	0	0
Jobs Lost-Stu	0	0	0	0	0	0	0
NET CHANGE-Stu	0	0	0	0	0	0	0



DEPARTMENT OF THE ARMY
HEADQUARTERS, U.S. ARMY FORT DIX
5417 ALABAMA AVENUE
FORT DIX, NEW JERSEY 08640-5000

AFRC-FA-RMM-J

1 June 2004

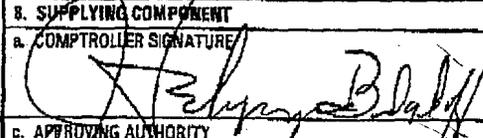
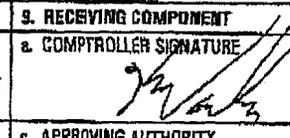
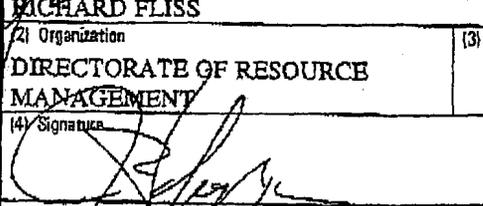
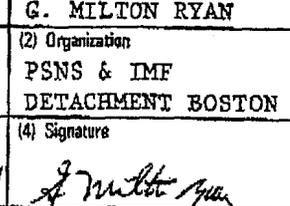
MEMORANDUM FOR Puget Sound Naval Shipyard – Detachment Boston, 495 Summer Street,
Boston, Ma 02210-2184

SUBJECT: Interservice Support Agreement Between U.S. Army Fort Dix and Puget Sound
Naval Shipyard – Detachment Boston, #W15A9X-04086-808

1. Forwarded as enclosure is a fully executed copy of the subject agreement for your information and retention.
2. Point of contact for the subject agreement is Neen Raspa, Commercial (609) 562-5432, DSN 944-5432 or email neen.raspa@dix.army.mil.

Encl
Support Agreement


NEEN RASPA
Support Agreement Manager

SUPPORT AGREEMENT			
1. AGREEMENT NUMBER <i>(Provided by Supplier)</i>	2. SUPERSEDED AGREEMENT NO. <i>(If this replaces another agreement)</i>	3. EFFECTIVE DATE <i>(YYYYMMDD)</i>	4. EXPIRATION DATE <i>(May be "Indefinite")</i>
W15A9X-04086-808	W15A9X-01087-808	041001	Indefinite
5. SUPPLYING ACTIVITY		6. RECEIVING ACTIVITY	
a. NAME AND ADDRESS		a. NAME AND ADDRESS	
Commander HQ US Army Fort Dix ATTN: AFRC-FA-RMM-J Fort Dix, New Jersey 08640-5251		Puget Sound Naval Shipyard - Detachment Boston 495 Summer Street Boston, MA 02210-2184	
b. MAJOR COMMAND		b. MAJOR COMMAND	
b. MAJOR COMMAND		b. MAJOR COMMAND	
7. SUPPORT PROVIDED BY SUPPLIER			
a. SUPPORT <i>(Specify what, when, where, and how much)</i>		b. BASIS FOR REIMBURSEMENT	c. ESTIMATED REIMBURSEMENT
(A3) DPW Common Use (A6) Fire Protection (A9) Police Services (B9) Custodial Services (B14) Facilities and Real Property (B15) Facility Maintenance (B29) Refuse Collection and Disposal Services (B30) Resource Management (B33) Utilities Services		Per Annex II	Included within (B15)
		"	1,005
		"	193,054
		"	69,352
		"	NYDE Charges for Services
		"	307,597
		"	12,565
		"	1,000
		"	180,940
			Total - \$ 765,513
ADDITIONAL SUPPORT REQUIREMENTS ATTACHED: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
8. SUPPLYING COMPONENT		9. RECEIVING COMPONENT	
a. COMPTROLLER SIGNATURE	b. DATE SIGNED	a. COMPTROLLER SIGNATURE	b. DATE SIGNED
	06/04/04		5/12/04
c. APPROVING AUTHORITY		c. APPROVING AUTHORITY	
(1) Typed Name		(1) Typed Name	
RICHARD FLISS		G. MILTON RYAN	
(2) Organization		(2) Organization	
DIRECTORATE OF RESOURCE MANAGEMENT		PSNS & IMF DETACHMENT BOSTON	
(3) Telephone Number		(3) Telephone Number	
(609) 562-2698		(617) 753-4706	
(4) Signature		(4) Signature	
			
(5) Date Signed		(5) Date Signed	
28 May 04		5/17/04	
TERMINATION <i>(Complete only when agreement is terminated prior to scheduled expiration date.)</i>			
APPROVING AUTHORITY SIGNATURE		APPROVING AUTHORITY SIGNATURE	
b. DATE SIGNED		d. DATE SIGNED	

11. GENERAL PROVISIONS (Complete blank spaces and add additional general provisions as appropriate: e.g., exceptions to printed provisions, additional parties to this agreement, billing and reimbursement instructions.)

a. The receiving components will provide the supplying component projections of requested support. (Significant changes in the receiving component's support requirements should be submitted to the supplying component in a manner that will permit timely modification of resource requirements.)

b. It is the responsibility of the supplying component to bring any required or requested change in support to the attention of

Receiver Block 6a, DD-1144 _____ prior to changing or cancelling support.

c. The component providing reimbursable support in this agreement will submit statements of costs to:

Receiver Block 6a, DD-1144 _____

d. All rates expressing the unit cost of services provided in this agreement are based on current rates which may be subject to change for uncontrollable reasons, such as legislation, DoD directives, and commercial utility rate increases. The receiver will be notified immediately of such rate changes that must be passed through to the support receivers.

e. This agreement may be canceled at any time by mutual consent of the parties concerned. This agreement may also be canceled by either party upon giving at least 180 days written notice to the other party.

f. In case of mobilization or other emergency, this agreement will remain in force only within supplier's capabilities.

g. This document consists of a DD Form 1144 and 2 Annexes. Annex I (General Provisions) & Annex II (Specific Provisions).

h. Distribution:

External: Puget Sound Naval Shipyard - Detachment Boston
495 Summer Street
Boston, MA 02210-2184

Internal: RDPW, DRM, DPS, Henry Stanley (Barnes Building, Manager)

ADDITIONAL GENERAL PROVISIONS ATTACHED:

YES NO

12. SPECIFIC PROVISIONS (As appropriate: e.g., location and size of occupied facilities, unique supplier and receiver responsibilities, conditions, requirements, quality standards, and criteria for measurement / reimbursement of unique requirements.)

ADDITIONAL SPECIFIC PROVISIONS ATTACHED:

YES NO

ANNEX I
GENERAL PROVISIONS
Support Agreement Number W15A9X-04086-808
Puget Sound Naval Shipyard - Detachment Boston

1. PURPOSE OF THIS INTERSERVICE SUPPORT AGREEMENT:

This agreement describes Base Operations/Real Property Maintenance Account (BASOPS/RPMA), Supply/Services and Maintenance support provided by the United States Army Fort Dix (Supplier) to the Puget Sound Naval Shipyard - Detachment Boston (Receiver) at the Barnes Building, Boston, MA. Specific provisions of support are provided in Annex II.

2. AUTHORITY FOR THIS AGREEMENT:

The authority for the provisions outlined in this agreement is described by the following regulations:

- * DODI 4000.19 dated 9 August 1995
- * AR 5-8
- * AR 5-9
- * DFAS 37-1
- * AR 37-49
- * DFAS 37-100-xx
- * AR 405-70
- * AR 405-80
- * Ft Dix Reg 210-8
- * Army Reimbursable Policy

3. RESPONSIBILITIES OF ALL PARTICIPANTS:

a. Supplier: The Supplier agrees to provide all services, supplies, utilities, facilities, contracts and assistance as outlined in this agreement.

b. Receiver: The Receiver agrees to follow the Supplier's rules and regulations that apply to the services provided. This not only applies to the services provided, but also to any financial arrangements that must be made to receive the services.

c. As the Supplier is currently prohibited from collecting fees to put in escrow for capital repairs (i.e. roof replacement, major structural change, etc.) the Receiver agrees to fund, on a prorated share, for any of those type capital outlays and the Supplier will endeavor to provide the maximum offsets to ISA costs as allowed by regulations. The Supplier will endeavor to move the Tenant to another suitable location under Fort Dix's control, in event of a structural failure of a facility. The Receiver understands that if the facility fails (becomes uninhabitable), the Receiver must fund the repairs or move off the installation. (Does not apply to Army Units.)

d. Definitions

Capital Repairs: Those repairs to a facility that substantially increase the usable life of a facility (i.e., replace the entire roof that has failed, replace all the windows in a facility, gut and rebuild the entire inside of a facility to meet new mission requirements or replace the electrical, plumbing or HVAC system).

Maintenance and Repairs (M & R): Those repairs to a facility that maintain the usability of a facility through its programmed life cycle (i.e., replace worn-out, consumed or broken (fair wear and tear) components of systems. Examples of this are: patching roof leaks, replacing light fixtures, repairing plumbing leaks, replacing toilets, repairing windows, install new electric outlets, spot painting, and replacing ceiling tiles.

SUPPORT AGREEMENT # W15A9X-04086-808 Puget Sound Naval Shipyard - Detachment Boston

4. REVIEW PROCEDURES:

a. An annual review of this Agreement will be accomplished to review all costs currently charged and to project new estimates for the next year.

b. Any provision of this agreement can be reviewed and changed based upon the mutual agreement of both the Supplier and the Receiver. Any requests for review by one party must be forwarded to the other party, in writing, at least 60 days prior to the effective date of each change. When possible, ISA modifications and terminations should be made bilaterally and with sufficient advance notification to permit appropriate funding adjustments to be made during the budget formulation process. If an ISA must be unilaterally terminated or suspended with less than 180 days notice to the other parties, the terminating party may be billed by the non-terminating parties for reimbursement of the unavoidable termination and re-procurement expenses incurred during the 180 day period following notification.

c. Mobilization: Mobilization requirements and/or emergency requirements placed upon either the Supplier or Receiver will require a review of this agreement to determine whether revision, amendment, or termination is necessary.

5. BILLING PROCEDURES, ADDRESS, FORMAT RESPONSIBILITIES:

The receiver will be charged only for costs of services above the standard level of support provided to all tenants on the installation. Charges will be based on actual costs of the services received, or the costs, based on estimated amounts as agreed to by the Receiver and the Supplier.

6. INTERSERVICE SUPPORT AGREEMENT POINTS OF CONTACT:

a. Supplier: Neen Raspa, Support Agreements Manager Phone (609) 562-5432

b. Receiver: Phone

7. EFFECTIVE DATE:

a. This ISA will be effective as of: 1 October 2004.

8. RECEIVER INFORMATION:

Puget Sound Naval Shipyard - Detachment Boston
495 Summer Street
Boston, MA 02210

9. ENVIRONMENTAL:

a. Puget Sound Naval Shipyard - Detachment Boston acknowledges that it has reviewed and evaluated the Environmental Assessment of the Barnes Building Sump Room, it accepts the physical condition and current level of environmental hazards on the property as disclosed in the report, and deems the property safe for its intended use.

b. Puget Sound Naval Shipyard - Detachment Boston acknowledges that all pesticides must be applied by the RDPW, Fort Dix, due to environmental restrictions.

SUPPORT AGREEMENT # W15A9X-04086-808 Puget Sound Naval Shipyard - Detachment Boston

c. Puget Sound Naval Shipyard - Detachment Boston acknowledges that all refuse collection and disposal, recycling operations and hazardous waste disposal must be conducted by the RDPW, Fort Dix. Fort Dix will provide these services through in-house or contract operations and act as the executive agent for compliance with federal, state and county waste/environmental management plans.

d. Puget Sound Naval Shipyard - Detachment Boston (Tenant Activity) shall hold harmless, and indemnify the United States (Fort Dix) from and against all claims, demands, losses, damages, liens, liabilities, injuries, deaths, penalties, fines, lawsuits and other proceedings, judgements, awards and costs and expenses arising out of, or in any manner predicated upon, the presence, release, or threatened release of any hazardous substance, pollutant or contaminant resulting from the activities of the Puget Sound Naval Shipyard - Detachment Boston .

e. Fort Dix (Supplying Activity) shall be permitted to enter any facility on the premises being operated or occupied by the Receiving Activity at any time and for any purpose necessary or convenient in connection with government purposes, to include making inspections for purposes of determining compliance (or non-compliance) with environmental laws and regulations. The time, place and level of said inspections rests solely within the discretion of the installation commander, or his/her duly authorized representative.

**ANNEX II
SPECIFIC PROVISIONS
Support Agreement Number W15A9X-04086-808
Puget Sound Naval Shipyard – Detachment Boston**

(A3) DPW Common Use Facility Operations, Maintenance, Repair and Construction

SUPPLIER WILL:

Provide snow and ice removal from steps and sidewalks of RA facilities. Provide for maintenance of parking lots and sidewalks.

RECEIVER WILL:

Comply with SA Policies and Plans for Snow Operations.
Reimburse SA for services.

Estimated Annual Cost = Covered under Category of Support (B15) Facility Maintenance

(A6) Fire Protection

SUPPLIER WILL:

Provide all normal services related to fire fighting operations. Establish and conduct training programs. Plan and substantiate facilities, equipment, tools, supplies and manning for fire protection organization. Prepare incident reports. Accomplish fire prevention assessments, plan and engineering reviews and inspections. Provide inspection and recharging of fire extinguisher; routine maintenance, testing, maintenance of fire suppression systems as required.

RECEIVER WILL:

Comply with SA fire protection directives.

Estimated Annual Cost = \$1,005
Unit Cost x Square Footage
\$.02 x 50,261

(A9) Police Services

A9.1 Police Services

SUPPLIER WILL:

Provide 24 hour interior security services to control access/egress of the building, patrolling of interior area, response to emergency situations and incidents, and exterior patrolling of employee parking area, Mon - Fri, 0600-1800.

RECEIVER WILL:

Estimated Annual Cost = \$193,054
Unit Cost x Square Footage
\$3.84 x 50,261

(B9) Custodial Services

SUPPLIER WILL:

Provide custodial services for RA assigned facilities, as requested.

SUPPORT AGREEMENT # W15A9X-04086-808 Puget Sound Naval Shipyard, Detachment Boston

RECEIVER WILL:

Coordinate and request specific custodial services through on site facility manager. Reimburse SA for services.

Estimated Annual Cost = \$69,352 Contract Cost

(B14) Facilities and Real Property

B14.1 Real Estate

SUPPLIER WILL:

Provide use of 50,261 square feet of office space.

RECEIVER WILL:

Comply with the terms of DA Real Estate instrument. Comply with DPW policies and procedures for use of real property. Reimburse the New York District Corps of Engineers for any administrative fees associated with the real estate instrument.

Estimated Annual Cost = NYDE Charge for Services

(B15) Facility Maintenance

B15.1 RPMA

SUPPLIER WILL:

Provide maintenance and repair services.

RECEIVER WILL:

Maintain real property in a high state of repair, notifying the SA of discrepancies between periodic inspections and cyclical maintenance. Reimburse SA for total non-recurring RPMA costs for Job Orders (JOs) that are for support of RA mission unique requirements. The RA will provide 25% of the annual estimated cost to the DPW at the beginning of each fiscal year. After being billed for each quarter cost, the RA will deposit enough funds into the account to restore it to 25% of the annual estimate. At the beginning of the fourth quarter, the RA will contact the SA and mutually agree on the amount of funds required for the remainder of the FY. RA will coordinate facility shutdown as required.

Reimburse SA for overt acts of negligence or maintenance exceeding normal wear and tear.

Estimated Annual Cost = \$307,597

Unit Cost x Square footage

\$6.12 x 50,261

B15.2 Pesticides

SUPPLIER WILL:

Provide abatement and control against insects, rodents, weeds, fungi, etc., including but not limited to routine treatment of grounds, buildings and equipment.

SUPPORT AGREEMENT # W15A9X-04086-808 Puget Sound Naval Shipyard, Detachment Boston**RECEIVER WILL:**

Comply with housekeeping and cleanliness requirements to insure abatement and control measures.
Reimburse SA for services.

Estimated Annual Cost = Covered under Category of Support (B15) Facility Maintenance

(B29) Refuse Collection and Disposal Services**B29.1 Refuse Contract****SUPPLIER WILL:**

DPW will provide refuse collection and disposal services for RA facilities.

RECEIVER WILL:

Comply with SA directives for trash and garbage separation. Reimburse SA at the agreed upon price for refuse services.

Estimated Annual Cost = \$12,565

Unit Cost x Square Footage

\$.25 x 50,261

(B30) Resource Management**B30.2 DRIS****SUPPLIER WILL:**

Administers the Defense Regional Interservice Support (DRIS) program for the installation, DOD and participating non-DOD agencies. Coordinates the installation DRIS Program (DODI 4000.19), actions related to Intraservice Support (AR 5-9), and installation-supported activity relationships (AR 5-8), to include development and maintenance of all support agreements (DD Form 1144) for the installation.

RECEIVER WILL:

RA will reimburse the SA for DRIS Coordination and update at a flat rate annually.

Estimated Annual Cost = \$1,000

Fixed Rate (\$1000)

(B33) Utilities Services**SUPPLIER WILL:**

Provide all normal services related to procurement, production, and distribution of utilities including water system, sewage, system, electric systems, boiler plants, heating system, cold storage, air-conditioning, natural gas system and other utility services. Provide utilities services for real property facilities occupied by the RA.

RECEIVER WILL:

Reimburse SA for all utilities services received at currently established rates.

SUPPORT AGREEMENT # W15A9X-04086-808 Puget Sound Naval Shipyard, Detachment Boston

Reimburse the SA for all utility distribution systems maintenance costs and the costs associated with the Department of Energy management program.

Estimated Annual Cost = **\$180,940**

Unit Cost x Square Footage

\$3.60 x 50,261

ENCLOSURE 2-3

DOD Projected IT Info

<u>Item</u>	<u>Cost</u>	<u>Rational for Removal</u>
Customer Support	\$173,743.20	NMCI
Internet Service Provider	91,704.00	NMCI
Misc. Maintenance	13,349.24	NMCI
AutoCAD Maintenance	15,120.00	Remains, See Below
Hardware Maintenance	5,000.00	NMCI
2% IHS Costs	10,840.00	NMCI
Cisco Maintenance	21,814.25	NMCI
NMCI	185,555.40	Note #1
Total	\$517,126.09	

All of the costs listed above would be a "wash", meaning when we fell under NMCI, all those costs (except as noted) would come under the NMCI contract. If the costs fall under the NMCI contract in Boston, then they would fall under the NMCI contract we would have if we were in Puget Sound. The AutoCAD Maintenance they have listed as \$15,120.00 is a cost that would have to be paid in addition to the NMCI cost. It is actually \$26,880.00 as listed below in the data we supply as our actual costs. It is significant in that while it is actually more than what Puget supplied, it is our only cost that doesn't become a wash under NMCI.

Note #1) This cost, listed as Boston Planning Yard costs for special NMCI services would also go to zero as a wash. If there are NMCI costs for IT involved with Boston's work, there would be the same NMCI costs in Puget Sound for them to do our work!

Boston Supplied IT Info

<u>Item</u>	<u>Cost</u>	<u>Rational for Removal</u>
DC CAD Plotter Maintenance	\$2,142.00	NMCI
Sun DC CAD Maintenance	1,330.24	NMCI
Drawing Web Server Maintenance	2,000.00	NMCI
Total Hardware	5,472.24	NMCI
ALGOR Software Maintenance	3,332.00	NMCI
TRIFLEX Software Maintenance	750.00	NMCI
ALIBRE Software Maintenance	710.00	NMCI
AutoCAD Subscription (80 Copies)	26,880.00	Remains as Cost
2% HIS	3,332.00	NMCI
Total	\$26,880.00	

ENCLOSURE 2-4

Item (Text)	None Identified
(X)1	0

Section : Mission Contract Start Costs - Receiving (Supporting Data)

DoD43438 Based on the aggregate information provided for Mission Contract Start Costs, provide the list of items considered, individual costs, and rationale for both numbers and FY on which relocation occurs.

Action # (List) (01)	Mission Contract Start Costs Item (Text)	Cost (\$K)	Rationale (Text)
(X)1	None	0	None identified

Section : Miscellaneous Recurring Costs - Receiving (Supporting Data)

DoD43439 Based on the aggregate information provided for Miscellaneous Recurring Costs, provide the list of items considered, individual costs, and rationale for both numbers and FY on which relocation occurs.

Action # (List) (01)	Miscellaneous Recurring Costs Item (Text)	Cost (\$K)	Rationale (Text)
(X)1	AutoCAD Network License	102	Additional AutoCAD licenses required

Section : Miscellaneous Recurring Savings - Receiving (Supporting Data)

DoD43440 Based on the aggregate information provided for Miscellaneous Recurring Savings, provide the list of items considered, individual costs, and rationale for both numbers and FY on which relocation occurs.

Action # (List) (01)	Miscellaneous Recurring Savings Item (Text)	Savings (\$K)	Rationale (Text)
(X)1	None	0	NMCI costs and savings are a wash.

Section : One Time IT Costs - Receiving (Supporting Data)

DoD43441 Based on the aggregate information provided for One Time IT Costs, provide the list of items considered, individual costs, and rationale for both numbers and FY on which relocation occurs.

Action # (List) (01)	One Time IT Costs	Cost (\$K)	Rationale (Text)

Section : Miscellaneous Recurring Savings - Losing (Supporting Data)

DoD43427 Based on the aggregate information provided for Miscellaneous Recurring Savings, provide the list of items considered, individual costs, and rationale for both numbers and FY on which relocation occurs.

Action # (List)(1)	Miscellaneous Recurring Savings Item (Text)	Savings (\$K)	Rationale (Text)
(X)1	Annual lease	765.5	Annual building lease no longer required.
(X)1	Annual IT Costs	314.1	IT costs unique to Boston could be eliminated (IT costs that would continue at the gaining activity would be a wash and are not included).

Section : Procurement Cost Avoidances - Losing (Supporting Data)

DoD43428 Based on the aggregate information provided for Procurement Avoidances, provide the list of items considered, individual costs, and rationale for both numbers and FY on which relocation occurs.

Action # (List)(1)	Procurement Cost Avoidance and Savings Item (Text)	Cost Avoidance/Savings (\$K)	Rationale (Text)
(X)1	None	0	None identified

Section : Military Construction Cost Avoidances - Losing (Supporting Data)

DoD43429 Based on the aggregate information provided for Military Construction Cost Avoidances, provide the list of items considered, individual costs, and rationale for both numbers and FY on which relocation occurs.

Action # (List)(1)	Mission MILCON Cost Avoidance Item (Text)	Cost Avoidance/Savings (\$K)	Rationale (Text)
(X)1	None	0	None identified

Section : Facilities Shutdown

DoD43430 For each closure/realignment action applicable to your activity identified in the SCENARIO DESCRIPTION, complete the table below to

ENCLOSURE 2-4 CONT'D

ENCLOSURE 2-5

PUGET SOUND NAVAL SHIPYARD DET BOSTON (FY04)

Non-productive workday costs if office is moved to Bremerton, WA. This is based on the trips we took in FY04 and added the cost of days traveling from Puget to the East Coast as non-productive days along with the additional per diem and costs for the additional nights spent in hotels.

East Coast (Norfolk & Wash D.C.)

Norfolk, VA - 68 trips (179 people total) X 1 day non-productive =
179 non-productive workdays

Washington D.C. - 26 trips (48 people total) X 2 days non-productive =
96 non-productive workdays

94 trips = 277 non-productive workdays

MARINE SYSTEMS CORP (FY04) (Prime Contractor)

East Coast (Norfolk & Wash D.C.)

Norfolk, VA - 29 trips (96 people total) X 1 day non-productive =
96 non-productive workdays

Washington D.C. - 1 trip (1 person total) X 2 day non-productive =
2 non-productive workdays

30 trips = 98 non-productive workdays

Total non-productive workdays = 277 + 98 = 375

375 non-productive days X \$400/manday = \$150,000

375 non-productive days X \$100/day hotel = \$37,500

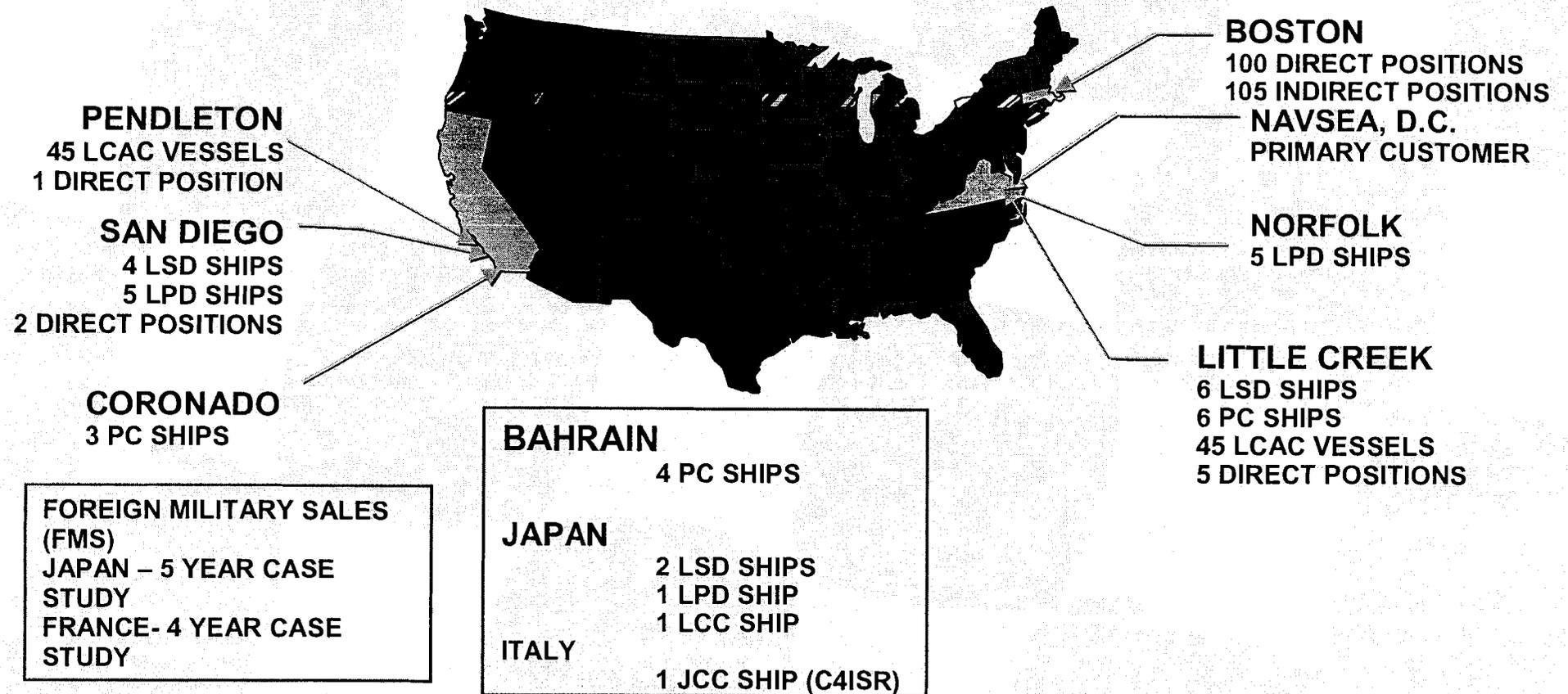
375 non-productive days X \$40/day per diem = \$15,000

\$150,000 + \$37,500 + \$15,000 = \$202,500

Total additional cost for travel from Bremerton, Washington = \$202,500.

Boston Planning Yard

Assigned Ship and On-Site Representative Locations



ENCLOSURE 2-6

NOTE: THERE ARE NO BOSTON ASSIGNED SHIPS AT OR NEAR PUGET SOUND NAVAL SHIPYARD

SECTION 3

SECTION 3

MILITARY VALUE ANALYSIS

Military Value (MV) is at the heart of the BRAC process. The BPY has received a MV score of only .0872. Given the parameters of the MV Analysis, BPY's low score is inescapably predetermined.

BPY is categorized in the Industrial Joint Cross Service group (IJCS), Ship Repair and Overhaul, Depot Level subgroup. BPY is presumably categorized in this group because of its official name, Puget Sound Naval Shipyard Detachment Boston. In reality, BPY is aligned with the PSNS for administrative reasons only and has always been, since its establishment by Congress in 1974 at the close of the Boston Naval Shipyard, an independent Planning Yard. The only function (or commodity) performed by BPY is Non-Nuclear Engineering and Planning. BPY is not a shipyard or repair facility. As such, the attributes and metrics applied to a ship repair and overhaul facility (i.e.: dry docks, piers, equipment) are not applicable to BPY. Accordingly, in a scoring plan based on a 100-point scale, every N/A score reduces BPY's overall MV score.

There are 4 MV criteria in the IJCS group, Ship Repair and Overhaul, Depot Level subgroup MV Analysis. Within the 4 criteria, 10 attributes are examined. Within the attributes 31 metrics are applied. At least 25 of the 31 metrics are not applicable to the BPY and therefore could only result in a N/A or zero point score. As example, DoD 2391 evaluation of Specialized Capabilities/Skills and/or Certification illustrates the point. 57 Capabilities/Skills functions are analyzed within this metric but only one function examined is performed by the BPY, namely the Non-Nuclear Engineering and Planning function. The remaining 56 functions include such shipyard functions as shaft lathe, laser cutting machine and robotic welder. All important functions when examining the MV of a ship repair facility but none important or applicable to the MV of a Planning Yard.

Because the overwhelming majority of the metrics do not apply to the BPY function, the true military value of the BPY cannot be assessed.

The analysis results are inaccurate because they are based on misclassification of the BPY function and mission. A more accurate measure of BPY's military value could be determined by comparing us with other activities that have like missions and functions. The Technical Joint Cross-Service Group has activities that perform missions more similar to ours making a comparison of military value more accurate and meaningful.

BPY's assigned planning yard ships are not located near PSNS (see enclosure (2-6)). This proposed realignment does not result in an increase in Military Value for the Navy since the ships assigned to BPY are not home ported near PSNS. Bringing the Force to the Fleet is not achieved. In actuality, the majority of BPY's work is on the U.S. east coast.

Under the proposed BRAC realignment, BPY's assigned ships and crafts will compete for the priority of the engineering office with PSNS's waterfront repair and overhaul projects, nuclear submarines and aircraft carriers. BPY is strictly an Engineering Design Activity (Planning Yard) and has no waterfront or nuclear ship operations competing for our workforce attention.

Our main responsibility is performing planning yard design functions for amphibious, special warfare ships and service craft in response to tasking from Naval Sea Systems Command, Program Executive Office (PEO-Ships) Program Managers and Fleet Commanders. Our overall responsibilities include: engineering analyses, technical package development (alteration installation proposals, studies, drawings, material requirements), on-site engineering liaison duties worldwide, long-range planning for shipboard improvements, and establishment and maintenance of various electronic technical databases.

Our amphibious planning yard tasks include ship and craft alteration engineering, planning, stability, and selected record responsibilities for the following ship and craft classes: LCC, LCAC, LPD 4, LSD 41 and 49, and PC. Planning Yard tasks also include serving as the engineering support activity for the Flag directed Damage Control (DC) Computer Aided Drafting (CAD) program for LPD 4, LSD 41 and 49, and LCC ships.

Additional Planning Yard assignments include:

- a. Providing engineering, logistics, corrosion management, Safe Engineering and Operations Manual (SEAOPS) and Technical Manual Maintenance Activity (TMMA) support for Landing Craft Air Cushion (LCAC) class of amphibious assault craft.
- b. Serving as the repository for all drawings, technical manuals and selected record documentation for the assigned Planning Yard ships, craft and boats.
- c. Acting as Design Agent, Configuration Data Manager, In-Service Engineering Agent and Technical Support Activity providing engineering, research and feasibility studies, liaison and logistics support for all Navy service craft worldwide.

Beyond the specific requirements of the Planning Yard responsibilities, BPY provides engineering support to additional naval activities, including:

- a. LSD 41 and 49 Class Post Construction Planning and engineering support to PEO-Ships (PMS377).
- b. LSD 41 and 49 Class logistics support to PEO-Ships (PMS377).
- c. Foreign Military Sales consultants to PEO-Ships with expertise in the area of amphibious assault warfare (LCAC, SEAOPS and well deck ships).
- d. Technical Manual Maintenance Activity (TMMA) support to PEO-Ships 04TD.
- e. USS CONSTITUTION engineering support to PEO-Ships (PMS331).
- f. Performing research and feasibility studies on CVN21 Smart Deck design concept for PEO-Ships with the long-term goal of developing the installation drawings and supplying acquisition support.

It can be seen from our mission and functions listed above that our work has very little in common with the shipyard functions with which our military value was judged. The argument can be made that we should have been placed in the Technical Joint Cross-Service Group. Naval Sea Systems Command; Naval Surface Warfare Center, Carderock; Naval Undersea Warfare Center, Newport and the Space and Naval Warfare Systems Center, San Diego are activities that have missions that much more closely match ours. Comparing us to these technical activities would yield a more accurate measure of our Military Value. See Section 7 for alternate recommendation.

SECTION 4

SECTION 4

EXCESS CAPACITY

CAPACITY ANALYSIS

The DOD BRAC Selection criteria were incorrectly applied to the Boston Planning Yard because Boston's function was incorrectly classified as a ship repair facility. In fact, the Boston Planning Yard provides engineering and planning design support; it is not a ship repair facility.

The IJCS BRAC report Justification states, "This recommendation supports elimination at Puget Sound Naval Shipyard Detachment Boston, MA ...and reduces excess ship repair capacity." This was based on the IJCS Group Capacity Analysis that found excess in ship repair capacity; however, their data does not show that BPY contributes to excess ship repair capacity. Although there may be overall excess in total ship repair capacity, there is a shortage in depot organizations in the ship overhaul engineering design commodity performed by BPY. **The Commodity provided by BPY is classified "Non-Nuclear Engineering and Planning"**. According to the IJCS report, for "Non-Nuclear Engineering and Planning" BPY has an excess capacity of 1.8k direct labor hours, or one man-year, while Puget Sound Naval Shipyard has a deficit of capacity of 293.9k direct labor hours, or 164 man-years (see enclosure (4-1) for DOD BRAC data). This indicates a severe shortage of engineering and technical manpower at Puget Sound with no capacity to accept any realigned work.

Realigning the BPY workload to PSNS will result in an activity that is unable to perform its function. BRAC history indicates that no more than 10% of BPY personnel will relocate the 3,000 miles to PSNS. Accordingly, realignment and the resulting loss of personnel will only exacerbate the engineering manpower shortage at PSNS and leave inadequate personnel to perform this vital function. In contrast, BPY is currently working at optimum efficiency and does not have a shortage of engineering and technical manpower. In fact, BPY is positioned to handle surge workload by use of contractor support with 100 additional personnel available.

Finally, it should be noted that, also according to the IJCSG report, the Navy as a whole has a deficit of capacity across all Navy activities performing Non-Nuclear Engineering and Planning. **There is no excess capacity in "Non-Nuclear Engineering and Planning", the commodity provided by BPY.**

IJCSG - Ship Repair and Overhaul Capacity Report - Capacity by Commodity

Function	Ship Maintenance Commodity	Site	Current Capacity (dlh(k))	Current Usage dlh(k))	Maximum Capacity dlh(k))	Capacity in Excess of Current Usage (dlh(k))
Depot Maintenance						
Marine (Outside) Machine						
	USN NAVSHIPYD AND IMF PEARL HARBOR HI		555.9	647.1	569.8	-91.2 ... -77.3
	USN NAVSHIPYD NORFOLK VA		1,232.0	741.1	1,232.0	490.9 ... 490.9
	USN NAVSHIPYD PORTSMOUTH NH		554.1	415.6	554.1	138.5 ... 138.5
	USN NAVSHIPYD PUGET SOUND WA		1,083.8	835.3	1,083.8	248.5 ... 248.5
	Totals for this Group		3,425.8	2,639.1	3,439.7	786.7 ... 800.6
	Percent of Capacity Not Utilized					23.0% ... 23.3%
Non-Nuclear Engineering & Planning						
	USN NAVSHIPYD AND IMF PEARL HARBOR HI		464.9	513.7	464.9	-48.8 ... -48.8
	USN NAVSHIPYD NORFOLK VA		1,349.0	1,191.1	1,349.0	157.9 ... 157.9
	USN NAVSHIPYD PORTSMOUTH NH		979.4	785.4	979.4	194.0 ... 194.0
	USN NAVSHIPYD PUGET SOUND DET BOSTON MA		234.5	232.7	234.5	1.8 ... 1.8
	USN NAVSHIPYD PUGET SOUND WA		957.1	1,251.0	957.1	-293.9 ... -293.9
	USN SUBMEPP PORTSMOUTH NH		257.5	271.1	316.3	-13.6 ... 45.2
	Totals for this Group		4,242.4	4,245.0	4,301.2	-2.6 ... 56.2
	Percent of Capacity Not Utilized					-0.1% ... 1.3%

Report Date: Wednesday, April 20, 2005
 Database Date: April 18, 2005

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 Do Not Release Under FOIA

Page 7 of 39

ENCLOSURE 4-1

SECTION 5

UNIQUE FUNCTION

Beyond the daily work assigned and accomplished by the BPY there are specific products and services developed at BPY that, to our best understanding, are unique to BPY and are not available at other public Planning Yards. They are as follows:

1. BPY is the first and only Naval Engineering Activity A76 certified “Most efficient and cost effective Organization” (MEO).
2. BPY personnel possess unique corporate knowledge and skills associated with their assigned Ships and Crafts (most since their inception into the Fleet). The average employee has 23 years of Navy Ship engineering and design experience.
3. BPY assigned ships are typically overhauled at private sector shipyards. BPY has developed a solid capability to support private sector shipyards and rapidly respond to issues and questions that normally arise during the private shipyard production periods. Public Naval Shipyards, like PSNS, have had little interface with the private sector shipyards. Boston Planning Yard has extensive experience in this area.
4. BPY has developed significant and unique engineering and technical capabilities in supporting the LCAC (Landing Craft Air Cushion), which was designed, developed and built using aluminum construction and aircraft technology. BPY has developed and maintained an Interactive Technical Manual for the LCAC, which is delivered to the Craft operators and LCAC support activities worldwide in electronic medium. Public sector shipyards have never been involved with this construction methodology.
5. BPY is assigned as Planning Yard for the USS Constitution, the oldest commissioned warship and provides technical support to the Naval Historical Center Detachment Boston located in Charlestown MA. It is also the repository for documents and drawings pertaining to the ship. Engineering and technical capability in wood design and sail rigging has been developed over the years since the Boston Naval Shipyard closed in the mid-1970’s. The loss of local engineering support could cause significant delays in the resolution of emergent problems for this historical 200 plus year old ship.
6. BPY has worked with PEO-Ships to develop and install modular concepts which include (modular decks, bulkheads, HVAC, power, data, video, voice & lighting) systems onboard the Navy’s Command Ships over the past decade, which has greatly improved the Fleet Commander’s capability to reconfigure his operational profile in a short period of time with minimum impact on ongoing operations. This knowledge and expertise has brought the BPY into the CVN21 concept design arena in support of PEO-Ships and in concert with Northrop Grumman and Newport News in the development of test platforms for new technology insertion into the new carrier design. To date BPY is the only Public Planning Yard that has been involved with this effort.

7. BPY has developed and maintains an external website that provides access to authorized public and private activities and companies to most documents developed or held at the BPY, e.g., drawings, shipalt records, ships selected record documents, technical manuals, studies schedules and other documentations. Due to Puget's work involvement with Nuclear Carriers and Submarines, Puget does not have a website like Boston's.
8. BPY is one of the few remaining public planning activities that continues to develop private sector availability work packages including work specifications, cost estimates and material ordering. These packages are developed for the LCAC and the PC1 Class ship availabilities including the LCAC Service Life Extension Program (SLEP).
9. BPY has demonstrated the capability to respond to emergent demands from the Amphibious Fleet throughout the world. BPY continually sends personnel to the Middle East and Far East on short notice as well as the east and west coast of the continental United States without concern for waterfront impact.
10. BPY has worked on the Coastal Patrol (PC) ships since their induction into the U.S. Navy fleet. BPY now provides engineering support for PCs under the control of both the US Navy and the US Coast Guard.
11. BPY's engineering support to low profile customers in the Navy service craft and barge community provides the Navy with livable barges for housing, messing and work areas required for Naval personnel during public and private sector production periods. The engineering efforts on these vessels are based totally on commercial and American Bureau of Shipbuilding (ABS) standards, which vary distinctly from normal naval ship design criteria.
12. Foreign Military sales consultation with Japan, France and Spain in the design and construction of foreign amphibious assault ships regarding well-deck and Landing Craft Air Cushion integration.

SECTION 6

INAPPROPRIATE APPLICATION OF BRAC PROCESS

BUNDLING

Candidate Recommendation IND-0095R: Disestablish Shipyard Detachments

This recommendation Realigns NAVSHIPYD PUGET SOUND DET BOSTON MA by relocating the ship repair function to NAVSHIPYD PUGET SOUND WA. Realigns NNSY DET NAVPESO ANNAPOLIS MD by relocating the ship repair function to NAVSHIPYD NORFOLK VA. Realigns NNSY DET NAVSHIPS PHIL PA by relocating the ship repair function to NAVSHIPYD NORFOLK VA. See enclosure (6-1), copy of Candidate Recommendation IND-0095R as presented in IJCSG Meeting Minutes dated 14 April 2005.

These three Candidate Recommendations were initially submitted and accepted by the ISG on 10 Feb 05 as separate and independent recommendations as IND-0095 for BPY, IND-0096 for Annapolis Detachment and IND-0097 for Philadelphia Detachment. The justification for realignment for each candidate was based on Military Judgment, not based on Military Value as required by BRAC 2005 selection criteria.

The recommendation suggests BPY does ship repair planning functions for PSNS primarily for large-deck surface ships. This is a mischaracterization of who BPY is and what we do. While Boston does engineering and planning functions for large-deck surface ships as the Planning Yard for the LSD's, LPD's and LCC's, we do not do work for Puget Sound. We are an independent Planning Yard. The characterization of Boston working primarily on large-deck surface ships is also inaccurate as large-deck surface ships make up only a portion of our work. We are also the Planning Yard for LCAC (Landing Craft Air Cushioned), PC's (170 foot Coastal Patrol ships), the USS Constitution as well as hundreds of Berthing Barges and Service Craft. In all, BPY has Planning Yard responsibility for 630 ships, barges and craft. We have been a Planning Yard for these ships and craft long before signing on with Puget Sound back in 1991 for administrative purposes (see enclosures (6-2), (6-3) and (6-4)).

These three separate recommendations were later consolidated into one Candidate Recommendation, IND-0095R per OSD direction on 14 April 05. This consolidation (or bundling as GAO refers to it) of Candidate Recommendations may have been a result of an Industrial JCSG Briefing Note dated 10 Feb 2005, "IND-0096: Should strengthen ties to strategy justification to better explain why a realignment of \$15K NPV and 18 year payback is worthwhile."

We believe this bundling was a misuse of BRAC based on the IJCSG, Red Team and GAO's characterizations of inappropriate use bundling. The bundled recommendations appear to be more financially beneficial than if submitted to the BRAC Commission separately. These Candidate Recommendations are separate and independent as proven by the ISG's acceptance of these recommendations in that manner. The functions these three agencies perform are not like functions as evidenced in the Capacity Data where these three agencies are listed as performing different

Commodities. Boston Planning Yard is listed as performing the Commodity: **Non-Nuclear Engineering and Planning**. Whereas the other two agencies are listed as performing the Commodity: **Other**.

BPY is completely independent of these other two agencies and the possible BRAC actions would be independent as well. We do not perform the same type of work and would therefore not be reducing the same type of capacity, if in fact excess capacity in these two Commodities did exist. See Section 4 of this report for capacity analysis. The BRAC recommendation proposes BPY to be realigned with PSNS and the other two activities to be realigned to Norfolk. The only similarity between these agencies is the fact that we are called a detachment of a public shipyard.

The following are excerpts from the IJCSG's documents, the Red Team's "White Paper" and the GAO's Report on BRAC 2005 Report regarding the topic of bundling/consolidating/lumping Candidate Recommendations:

BRAC 2005 Discussion Topic dated 14 March 2005, cites under Misuse of BRAC: Consolidate candidate recommendations to eliminate negative NPV's and extremely long paybacks.

White Paper dated 25 March 2005 cites: Actions that are independent of each other should not be lumped together into the same candidate.

Industrial JCSG 2nd Briefing Notes dated 01 April 2005, cites: Actions that are independent of each other should not be lumped together into the same candidate.

GAO Report on BRAC 2005 dated July 2005, page 162 cites: Bundling Lessens Visibility of Costs.

CERTIFIED DATA versus MILITARY JUDGMENT

While the proper use of "Certified Data" would provide a significant level of confidence in the BRAC Process, the partial use or untimely introduction of "Certified Data" would provide a significant amount of skepticism about the process DOD followed in making their recommendations to the BRAC Commission.

The following is an outline of why we believe the "Certified Data" was introduced into the BRAC process for our activity in an untimely manner. As a result, Military Judgment was used as justification in place of "Certified Data" for Military Value and Capacity. These deviations from the BRAC 2005 selection criteria lead to Boston Planning Yard's work being recommended for realignment to Puget Sound Naval Shipyard, WA.

As stated on the GAO Report on BRAC 2005, page 11, each group was expected to first analyze capacity and military value of its respective facilities and functions, and then to identify and evaluate various closure and realignment scenarios and provide specific recommendations. This process does not appear to have been followed for BPY. BPY was on the BRAC list for closure on October 14, 2004 (IJCSG Meeting Minutes in Scenario SR-4). However, the Capacity and Military Value Data was not completed until November 18, 2004 (IJCSG Meeting Minutes dated November 18, 2004). Having been put on the list for closure more than one month prior to when all the data being collected is a clear indication that the

chronological process of first collecting and analyzing all the data and then making various scenarios and recommendations was not followed.

Reducing excess capacity was the justification for placing Boston Planning Yard on the list. How was it known there was excess capacity on October 14th if all the capacity and military value data was not even completed until November 18th, not to mention the time it would take to certify and analyze the data? While the “Certified Data” may have been introduced into the process at some point, it was not introduced in a timely manner so as to provide the required information for making appropriate initial recommendations.

There were difficulties spread throughout the data collection process, which may have affected the quality and/or timing of the final “Certified Data” used for evaluating Boston Planning Yard. These difficulties were pointed out in several of the IJCSG Meeting Minutes and Discussion Topics as follows:

Sep 05, 2003: Capacity Analysis was initially by ship type.

Jan 29, 2004: Difficulties in developing cost of operations because some facilities were “mission funded” while others were “working capital funded”.

May 11, 2004: Difficulties separating data between depot level from intermediate level especially where activities perform both functions.

May 20, 2004: Navy rolled up shipyard detachments with their parent organizations.

Jun 14, 2004: Possible deviation from using certified data where there is a difference in labor costs when workload is moved from one location to another.

Oct 07, 2004: Problems with Capacity and Military Value Data

Oct 14, 2004: Boston on BRAC List

Nov 18, 2004: Capacity and Military Value Data Complete

Jan 13, 2005: Complete Information not available...Can use best available information based on vast experience.

Feb 25, 2005: Military Judgment is used frequently to override military value results. However, majority of judgment factors used are economic and business related rather than military unique.

Feb 25, 2005: Databases are still being changed and/or updated after CRs developed.

Lacking and sub-quality data may have lead the IJCSG to move from using **Certified Data to using Military Judgment** in making their recommendations. This point is highlighted in the IJCSG Meeting Minutes dated January 13, 2005 “*Mr. Wynne said he knows that the subgroups must have complete information sets, but he also knows they can proceed with best available information based on their vast experience and can support their recommendations with best available information—even down to COBRA. COBRA is good, but experience is better than bad COBRA information...Mr. Wynne stated people are already complaining about falling off high quality standards on data, but while the Red Team may question the content they may not change the content.*”

The DOD BRAC documents identified in this section are provided to depict the incorrect use of the selection criteria.

ENCLOSURE 6-1

From JCSG Mtg minutes
dated April 14, 2005

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



IND-0095R: Disestablish Shipyard Detachments

Candidate Recommendation: Realign NAVSHIPYD PUGET SOUND DET BOSTON MA by relocating the ship repair function to NAVSHIPYD PUGET SOUND WA. Realign NNSY DET NAVPESO ANNAPOLIS MD by relocating the ship repair function to NAVSHIPYD NORFOLK VA. Realign NNSY DET NAVSHIPSO PHIL PA by relocating the ship repair function to NAVSHIPYD NORFOLK VA.

<u>Justification</u>	<u>Military Value</u>
<ul style="list-style-type: none"> ■ Reduce excess capacity ■ Synergy of collocation 	<ul style="list-style-type: none"> ■ NAVSHIPYD PUGET SOUND DET BOSTON MA 6th of 9 ■ NNSY DET NAVPESO ANNAPOLIS MD 8th of 9 ■ NNSY DET NAVSHIPSO PHIL PA 9th of 9 ■ NAVSHIPYD PUGET SOUND WA 1st of 9 ■ NAVSHIPYD NORFOLK VA 2nd of 9
<u>Payback</u>	<u>Impacts</u>
<ul style="list-style-type: none"> ■ One-time cost: \$12,511K ■ Net implementation cost: \$ 946K ■ Annual recurring savings: \$ 2,250K ■ Payback time: 4 years ■ NPV (savings): \$20,689K 	<ul style="list-style-type: none"> ■ Criteria 6: (Boston) -213 (108 direct, 105 indirect); .02%; (Philadelphia) -114 (63 direct, 51 indirect); .01%; (Annapolis) -25(13 direct, 12 indirect); 0% ■ Criteria 7: No issues ■ Criteria 8: No issues

- ✓ Strategy
- ✓ Capacity Analysis / Data Verification
- ✓ JCSG/MilDep Recommended
- ✓ De-conflicted w/JCSGs
- ✓ COBRA
- ✓ Military Value Analysis / Data Verification
- ✓ Criteria 6-8 Analysis
- ✓ De-conflicted w/MilDeps

ENCLOSURE 6-1 CONT'D

From IJCSC Mtg Minutes
dated April 14, 2005

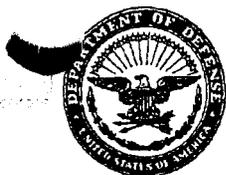
Draft Deliberative Document --For Discussion Purposes Only --Do Not Release Under FOIA



IND-0095R: Disestablish Shipyard Detachments

Candidate Recommendation:	IND-0095 As Presented	IND-0096 As Presented	IND-0097 As Presented	IND-0095R As Revised
<ul style="list-style-type: none"> ■ Realign NAVSHIPYD PUGET SOUND DET BOSTON MA by relocating the ship repair function to NAVSHIPYD PUGET SOUND WA ■ Realign NNSY DET NAVPESO ANNAPOLIS MD by relocating the ship repair function to NAVSHIPYD NORFOLK VA. ■ Realign NNSY DET NAVSHIPSO PHIL PA by relocating the ship repair function to NAVSHIPYD NORFOLK VA. 				
One Time Cost	\$ 7,161K	\$541K	\$4,121K	\$12,511K
Net Implementation Savings	\$ 5,275K	\$391K (Cost)	\$1,658K (Cost)	\$ 946K (Cost)
Annual Recurring Savings	\$ 1,206K	\$37K	\$ 619K	\$ 2,250K
Payback Time	2 Years	18 years	7 Years	4 years
NPV	\$15,827K	(Cost) \$15K	\$4,149K	\$20,689K
Criteria 6	-208 jobs (105 direct, 103 indirect); <0.1%	-25 jobs (13 direct, 12 indirect); < 0.1%	-114 jobs (63 direct jobs and 51 indirect jobs); < 0.1%	(Boston) -213 (108 direct, 105 indirect); .02%; (Philadelphia) -114 (63 direct, 51 indirect); .01%; (Annapolis) -25(13 direct, 12 indirect); 0%

ENCLOSURE 6-2



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, DC 20350-2000

Canc frp: Sep 05

OPNAVNOTE 5450
Ser DNS33/4U681894
October 1, 2004

OPNAV NOTICE 5450

From: Chief of Naval Operations

Subj: CONSOLIDATION OF THE PUGET SOUND NAVAL SHIPYARD
(NAVSHIPYD PUGET SOUND), BREMERTON, WA AND THE NAVAL
INTERMEDIATE MAINTENANCE FACILITY, PACIFIC NORTHWEST
(NAVIMFAC PACNORWEST), SILVERDALE, WA INTO THE
PUGET SOUND NAVAL SHIPYARD AND INTERMEDIATE MAINTENANCE
FACILITY (PSNS & IMF), BREMERTON, WA

Ref: (a) OPNAVINST 5450.169D
(b) OPNAVINST 5450.171C
(c) SNDL (OPNAVNOTE 5400 Series)

1. Purpose. To integrate NAVSHIPYD PUGET SOUND and NAVIMFAC PACNORWEST into a single regional maintenance activity, PSNS & IMF, all shore activities assigned to the Chief of Naval Operations for command per reference (a).

2. Background. This action is part of the CNO's Regional Maintenance Plan, designed to streamline Navy ship maintenance organizations and operations. The consolidation formalizes and completes a merging of Commander, U. S. Pacific Fleet and Commander, Naval Sea Systems Command activities that began in 1999 and is now completed with this merging of the primary maintenance activities into the PSNS & IMF. Maintenance activity detachments will be renamed in accordance with the merged parent command.

3. Organizational Changes. Consolidate Puget Sound Naval Shipyard and Naval Intermediate Maintenance Facility, Pacific Northwest and form Puget Sound Naval Shipyard and Intermediate Maintenance Facility effective immediately. The following applies:

ENCLOSURE G-2 CONT'D

OPNAVNOTE 5450
October 1, 2004

a. Consolidated Activity

- (1) Commander
Puget Sound Naval Shipyard and Intermediate
Maintenance Facility

1400 Farragut AVE
Bremerton WA 98314-5001

(SNDL: FKP7) (UIC: 4523A)**
(PLA: PSNS & IMF BREMERTON WA)
(Activity Code: 5867-150)

** UIC 00251 assigned to former NAVSHIPYD PUGET SOUND is disestablished and this new UIC adopted for the consolidated command.

(2) Mission. To provide industrial and engineering support for the Navy; to accomplish depot and intermediate level maintenance for submarines, surface ships, and aircraft carriers, including modernization, recycling, planned, and emergent maintenance; to overhaul designed TRIDENT Planned Equipment Replacement Program assets; and to train Sailors in maintenance and repair of shipboard systems and components.

- (3) Area Coordination. CNI
(4) Regional Coordination. COMNAVREG NORTHWEST
(5) Major Claimant. COMPACFLT
(6) OPNAV Resource Sponsor. N4

b. Renamed Activity Detachment

<u>From</u>	<u>To</u>
Director Puget Sound Naval Shipyard Detachment Boston 495 Summer ST Boston MA 02210-2144	Director Puget Sound Naval Shipyard and Intermediate Maintenance Facility Detachment Boston 495 Summer ST Boston MA 02210-2144

(SNDL: C84E) (UIC: 48695) (SNDL: C84E) (UIC: 48695)
(PLA: NAVSHIPYD PUGET SOUND (PLA: PSNS & IMF DET BOSTON MA)
DET BOSTON MA)

ENCLOSURE 6-2 CONT'D

OPNAVNOTE 5450
October 1, 2004

c. Organizational Relationships.

Delegation of Authority

<u>Echelon</u>	<u>Military Command and Technical Support</u>
2	Commander, Naval Sea Systems Command
3	Commander, Puget Sound Naval Shipyard and Intermediate Maintenance Facility (Director, Puget Sound Naval Shipyard and Intermediate Maintenance Facility Detachment Boston)
4	Commanding Officer, Naval Intermediate Maintenance Facility, Pacific Northwest (Officer in Charge, Naval Intermediate Maintenance Facility, Pacific Northwest Detachment Everett)

4. Action

a. COMNAVSEASYSOM will take action, consistent with reference (b), to issue a mission, functions and task directive for newly consolidated shore activity within 90 days. Distribution of this directive will include CNO (DNS-33).

b. Master Update Authority, Honolulu, HI will add the consolidated activity, delete the shipyard, and change the detachment Plain Language Addresses (PLAs) in the Central Directory Component effective immediately unless otherwise directed via official correspondence. Correspondence concerning the PLA should be forwarded to NAVNETSPAOPSCOM (Code N31), 5280 Fourth St., Dahlgren, VA 22448-5300.

c. DNS-33 will revise reference (c).

5. Cancellation Contingency. This notice may be retained for reference purposes. The organization action will remain effective until changed by DNS.

A. T. CHURCH III
Vice Admiral, U. S. Navy
Director, Navy Staff

Distribution:
Electronic only, via Navy Directives Website
[HTTP://NEDS.NEBT.DAPS.MIL](http://NEDS.NEBT.DAPS.MIL)

ENCLOSURE 6-3



DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND
WASHINGTON, D.C. 20382-5101

IN REPLY REFER TO
NAVSEAINST 5450.61
OPR 07AD4
28 Oct 91

NAVSEA INSTRUCTION 5450.61

Subj: MISSION, FUNCTIONS AND TASKS OF THE PUGET SOUND NAVAL SHIPYARD DETACHMENT, BOSTON, MA

Ref: (a) CNO ltr Ser 09B22/OU510292 of 17 Dec 90
(b) NAVSEAINST 5450.28E

Encl: (1) Functions and Tasks Statement of Puget Sound Naval Shipyard Detachment, Boston, MA

1. Purpose. To announce the establishment of the Puget Sound Naval Shipyard Detachment, Boston, MA (NAVSHIPYD PUGET SOUND DET BOSTON MA) effective 17 December 1990, and to publish its mission, functions and tasks as established by reference (a), in accordance with reference (b).

2. Mission. Perform planning yard design functions for amphibious, special warfare ships, service craft and boats, in response to taskings from Naval Sea Systems Command (NAVSEA) Program Managers and Fleet Commanders.

3. Status and Command Relationships. NAVSHIPYD PUGET SOUND DET BOSTON MA is a detachment in a fully operational status under a Planning Group and was a part of SUPSHIP Boston. All planning yard functions previously assigned to the Boston Planning Group have been officially transferred to NAVSHIPYD PUGET SOUND DET BOSTON MA. The Director of the Detachment reports directly to the Shipyard Planning Officer, Code 200, and is designated Code 280. As a Navy Industrial Fund (NIF) detachment, the planning yard effort will continue to be customer funded and highly responsive to programmatic changes.

a. Command:

Echelon

- (1) Chief of Naval Operations (CNO)
- (2) Commander, Naval Sea Systems Command (NAVSEA 07)
- (3) Commander, Puget Sound Naval Shipyard, Bremerton, WA
- (4) Director, Puget Sound Naval Shipyard Detachment, Boston, MA

NOT INDUSTRIAL
NO SHIPYARD
FUNCTIONS
I.E. ACTUAL
BUILDING,
CONSTRUCTION
OF SHIPS
Etc.

SEPARATE
GROUP
FM P.S.N.S.

← CURRENTLY ECHELON (3) PER OPNAVNOTE
5450 DTD
OCT 1, 2004

ENCLOSURE 63 CONTID

NAVSEAINST 5450.61
28 Oct 91

b. Area Coordination:

- (1) Area Coordinator - Commander in Chief, U.S. Atlantic Fleet
- (2) Local Coordinator - Officer in Charge, Senior Officer Present Afloat, Administrator (OIC, SOPA Admin), Naval Base Detachment, Boston, MA

4. Functions and Tasks. The functions and tasks of NAVSHIPYD PUGET SOUND DET BOSTON MA are contained in enclosure (1).

5. Action. In accomplishing the assigned mission, the Director, NAVSHIPYD PUGET SOUND DET BOSTON MA will ensure performance of the functions and tasks listed in enclosure (1). Send recommended changes via the chain of command to COMNAVSEASYSKOM (SEA 07AD).


KENNETH C. MALLEY

Distribution:

SNDL A3 CNO
C84 COMNAVSEASYSKOM Shore Based Detachments
FKP COMNAVSEASYSKOM Shore Activities

NAVSEA Special List Y2

Copy to:

SNDL FT88 EDOSCOL
Navy Publications and Printing Service Office, NDW

Stocked: COMNAVSEASYSKOM (SEA 09P22)

ENCLOSURE 6-3 CONT'D

NAVSEAINST 5450.61
28 Oct 91

Blind copy to:

SEA 04TD
07AA
07AD4
07AH
07AI
07AR
07F
07I&E
07Q
071
072
934

PMS331
PMS337

ENCLOSURE 6-3 CONT'D

NAVEAINST 5450.61
28 Oct 91

FUNCTIONS AND TASKS STATEMENT OF PUGET SOUND NAVAL SHIPYARD DETACHMENT, BOSTON, MA

1. The overall responsibilities are varied and broad, including, but not limited to, engineering analyses, technical package development (alteration installation proposals, studies, drawings, material requirements), on-site engineering liaison duties world-wide, long-range planning for shipboard improvements, establishment and maintenance of various electronic technical data bases, and alteration production installation teams.

2. Amphibious planning yard tasks include ship and craft alteration engineering, planning, stability and selected record responsibilities for the following ship and craft classes: AGF 3; LCAC 001; LKA 113; LPD 1, 4, 7, and 14; LSD 28 36, 41, and 49. Planning yard tasks also include serving as the engineering support activity for the Flag directed Damage Control (DC) Computer Aided Drafting (CAD) program for LKA, LPD and LSD type ships.

3. Additional Planning Yard assignments include:

a. Providing engineering, Technical Manual Maintenance Activity (TMMA), Safe Engineering and Operations Manual (SEAOPS), corrosion management and logistics support for Landing Craft Air Cushion (LCAC).

b. Providing engineering, liaison and logistics support for Special Warfare Craft, Service Craft and Boats.

c. Providing engineering and logistics support for A0 51 Class, A0 149 Class, and DD 945 Class ships.

d. Serving as the repository for all drawings, technical manuals and selected record documentation for the assigned Planning Yard ships, craft and boats.

4. Beyond the specific requirements of the Planning Yard responsibilities, provide engineering support to additional naval activities, including:

a. LSD 41 and 49 Class Post Construction Planning and engineering support to NAVSEA (PMS377).

ENCLOSURE (1)

INDUSTRIAL CONSTRUCTION

NB

ENCLOSURE 6-3 CONT'D

No INDUSTRIAL CONSTRUCTION

NAVSEAINST 5450.61
28 Oct 91

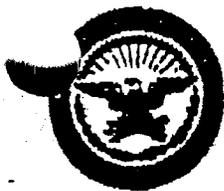
b. Technical Manual Maintenance Activity (TMMA) support to NAVSEA 04TD.

c. USS CONSTITUTION engineering support to NAVSEA (PMS331), and the Supervisor of Shipbuilding, Conversion and Repair, USN, Boston, MA.

d. LSD 41 and 49 logistics support to NAVSEA (PMS377).

ENCLOSURE (1)

ENCLOSURE 6-4



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20380-2000

IN REPLY REFER TO

Ser 09822/OU510292

17 DEC 1990

From: Chief of Naval Operations
To: Commander, Naval Sea Systems Command
Subj: ESTABLISHMENT OF PUGET SOUND NAVAL SHIPYARD DETACHMENT,
BOSTON, MA

Ref: (a) Your ltr OPR 131P Ser 00/5855 of 3 Aug 90
(b) SNDL, Part 2

1. In response to reference (a), Puget Sound Naval Shipyard Detachment, Boston, MA, under a Director is established effective immediately.

2. Mail and Message Information

Director
Puget Sound Naval Shipyard Detachment Boston MA
495 Summer Street
Boston, MA 02210-2181

(SNDL: C84L) (PLA: NAVSHIPYD PUGET SOUND DET BOSTON MA)
(UIC: 48695)

3. Reference (b) will be changed accordingly.

R. M. WALSH
Assistant Vice Chief of Naval Operations

Copy to:
CINCPACFLT
CINCLANTFLT
NAVSHIPYD Puget Sound
COMNAVBASE Seattle
NAVACCTGFINCEN (NAFC-5511A)
NAVCOMD (NAVTELSYSIC (IC15)), Washington, DC

SECTION 7

RECOMMENDATION

ALTERNATE SCENARIO

It was shown in the Military Value Section that our score was incorrectly assessed based on Industrial Shipyard scoring standards. We should have been compared with other like activities. Upon further research into activities with similar missions and functions, an interesting alternative to realignment with PSNS presents itself. The Navy currently has alignments between primary function engineering activities. Realigning the BPY with the Naval Surface Warfare Center, Carderock Division as a detachment modeled after their Combatant Craft Department, Norfolk Detachment (see enclosure (7-1)) would show greater benefit for the Navy. Their working relationship with the Navy's combatant craft and small boats is the same as our relationship with the Navy's service craft and berthing barges.

The existing alignments include:

1. Naval Surface Warfare Center (NSWC) Carderock with NSWCCD Norfolk Detachment, Combatant Craft Department.
2. Naval Surface Warfare Center (NSWC) Carderock with NSWCCD-SSES Philadelphia Detachment.

Recommend establishing the Naval Surface Warfare Center (NSWC) Carderock-Boston Detachment, Service Craft, Berthing Barge and LCAC Department. Additionally, we would maintain our Legacy Planning Yard work for Amphibious ships, PC's and the USS Constitution. With this alternative the Navy maintains the personnel experience base at a minimal cost for setup and transfer of the administrative support function which is primarily in the financial and pay areas as other support requirements are already in place with regional activities in New England. This Alternate Scenario eliminates the relocation costs for personnel and RIF costs for buyouts and severance pay, eliminates the hiring and training costs that would be needed at PSNS (or any other location) and eliminates the need for function transfer thus maintaining continued engineering support to the Fleet without interruption.

Other potential gains include:

- a. Increase in the direct interface between PEO-Ships engineering activities.
- b. Consolidation of engineering and long range engineering planning under one center.
- c. Ability to rotate personnel between activities for task accomplishment and training.
- d. Potential increase in access to Boston area engineering and technical universities and educational companies for training, research and development (see enclosure (7-2) for available universities and relationships).

This alternative as detailed above would create a greater increase in synergy between Navy engineering working groups than would be gained by realignment with PSNS. This alternative also retains the BPY MEO and it's \$11 million cost savings for the DOD.

CONCLUSION

We submit that the data contained herein is accurate to the best of our knowledge. The evidence is clear, logical and conclusive. The realignment of the Boston Detachment of Puget Sound Naval Shipyard (The Boston Planning Yard) should be removed from the 2005 DOD BRAC recommendation list.

We thank you for your attention to our appeal and look forward to your corrected recommendations.

The Detachment Boston employee roster

Charles Agee	8.9 yrs of service	Gregory Eatman	15.2 yrs of service
David Alberti	12.4 yrs of service	James Ertner	8.9 yrs of service
James Allen	22.8 yrs of service	David Evangelista	22.6 yrs of service
James Almeida	18.0 yrs of service	Nicholas Fasano	18.8 yrs of service
Karen Anastas	15.7 yrs of service	Paul Feeney	23.5 yrs of service
Alice Ascolillo	19.1 yrs of service	David Flaherty	19.5 yrs of service
Henry Ayers	22.1 yrs of service	Thomas Flaherty	15.9 yrs of service
Joanne Bailey	28.4 yrs of service	Elizabeth Gillespie	20.9 yrs of service
James Belmonte	19.9 yrs of service	Steven Gillespie	22.0 yrs of service
Peter Benvie	21.5 yrs of service	James Greer Jr.	29.0 yrs of service
Richard Bors	26.8 yrs of service	Jeremiah Griffin	26.9 yrs of service
Thomas Brennick	26.7 yrs of service	Edward Griffis	30.6 yrs of service
Douglas Brown	10.6 yrs of service	Anthony Grosso	27.6 yrs of service
Joseph Brunco	22.2 yrs of service	Tapan Gupta	17.7 yrs of service
Bryan Buchanan	20.2 yrs of service	Joseph Hanrahan	8.9 yrs of service
Wayne Carlson	24.6 yrs of service	Heather Henlotter	19.7 yrs of service
James Carlson	15.4 yrs of service	Frank Humel	13.6 yrs of service
Carol Carpenter	26.1 yrs of service	David Johnson	21.3 yrs of service
William Chamberlain	21.9 yrs of service	Lisa Killmon	15.4 yrs of service
David Chambers	22.5 yrs of service	Francis King	19.6 yrs of service
Lion Chez	20.1 yrs of service	William Kone	37.2 yrs of service
John Clifford	27.3 yrs of service	Chui Lau	21.5 yrs of service
Ronald Coyne	19.0 yrs of service	Lung Lau	23.9 yrs of service
Paul d'Entremont	14.4 yrs of service	Wen-Yuh Lee	9.7 yrs of service
Richard d'Entremont	16.1 yrs of service	Claire Lindberg	24.9 yrs of service
Donald Dellarocca	22.5 yrs of service	Joel Loyko	18.2 yrs of service
Thomas Devine	12.4 yrs of service	Grace Lung	10.7 yrs of service
Christopher Dillahunt	12.4 yrs of service	John Maher	35.8 yrs of service
Jossef Dinisman	36.8 yrs of service	Frank Marchesi	30.9 yrs of service
Charles Donnelly	15.5 yrs of service	Ronald McAuslin	26.9 yrs of service
Brian McCarthy	26.9 yrs of service	Barbara Ryan	26.4 yrs of service
John McConville	18.1 yrs of service	George Ryan	38.9 yrs of service
Marilyn McGrath	10.2 yrs of service	Thomas Sanchez Jr	22.3 yrs of service
Tanis McKinnon	15.6 yrs of service	Francis Santry	33.6 yrs of service
Eugene Merlet Jr.	8.9 yrs of service	Vincent Savarino	46.0 yrs of service
Richard Moore	20.4 yrs of service	Jeffrey Schetrompf	15.5 yrs of service
Timothy Neumann	23.9 yrs of service	Stephen Schneider	16.0 yrs of service
Vinh Nguyen	19.5 yrs of service	Michael Shortsleeves	20.9 yrs of service
Xuan Nguyen	18.5 yrs of service	Daniel Shostack	9.0 yrs of service
James Nowlan	33.9 yrs of service	Wayne Spenser	35.2 yrs of service
Joseph O'Toole	19.3 yrs of service	Kevin Sullivan	34.9 yrs of service
Thomas Olsen	37.1 yrs of service	Theresa Sutermeister	17.9 yrs of service
Anthony Panasci	12.4 yrs of service	Robert Taitague	10.9 yrs of service
Harland Pfantz	28.6 yrs of service	Clifton Thayer	9.0 yrs of service
Lynne Raney	16.1 yrs of service	Terence Tiernan	22.1 yrs of service
Michael Rasmussen	3.9 yrs of service	Mark Verchot	17.5 yrs of service
Craig Rotz	18.3 yrs of service	Amy Whelan	3.8 yrs of service
Eric Royce	8.7 yrs of service	Peter Whelan	26.1 yrs of service
Gregory Russell	9.5 yrs of service	David White	17.5 yrs of service
Gary Russo	19.5 yrs of service	Peter Witherell	29.1 yrs of service
		Alicia Workman	20.3 yrs of service

ENCLOSURE 7-1

Table of Contents
Home (Carderock Division)
Design and Acquisition
Test and Evaluation
Special Projects
In-Service Engineering
FY05 BOATALTS - Cancelled
FY05 BOATALTS - Current
Maintenance Engineering & Logistics Support
Project Gallery
Work for Others
Points of Contact
Boat Database
Boat & Boat Support System Database
Multi Agency Craft Conference

Naval Surface Warfare Center Detachment Norfolk



The Combatant Craft Department provides total engineering support for Combatant Craft and Boats through the following areas of expertise:

DESIGN AND ACQUISITION

Performs research and feasibility studies; develops concept designs, preliminary designs, contract designs, and boat alterations; provides fleet and construction engineering and acquisition support for combatant craft and boats.



TEST AND EVALUATION



Test and Evaluation conducts trials on craft hull, electrical, mechanical and propulsion systems to quantify performance characteristics. Types of craft range from 14-foot rubber inflatables to 250-ton surface effect ships and the 170-foot

Patrol Coastal Ships.

SPECIAL PROJECTS

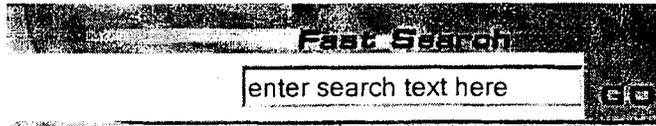
Performs designated Hull, Systems, and Engineering Development and Integration in support of mission-specific, high speed craft and advance vehicles.



IN-SERVICE ENGINEERING GROUP

For more than 30 years the Combatant Craft Department has built an enviable reputation for excellence, quality, and responsive service. The Department supports the U.S. Navy, Army, Marine Corps, Special Forces, Coast Guard and other D.O.D., non-D.O.D. activities and private industry. The Department

ENCLOSURE 7-1 CONT'D



ABOUT US OUR CAPABILITIES DEPARTMENTS PRODUCTS AND SERVICES WORKING WITH US NEWS EMPLOYMENT

>> Project Gallery >> Work For Others >> Points of Contact

Home Total Ship Systems Combatant Craft

Combatant Craft Division



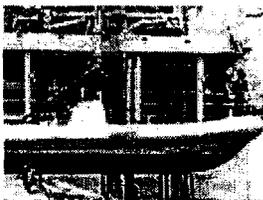
Design and Acquisition
Performs feasibility studies, design development and engineering and acquisition support ...
>> More Information



Test and Evaluation
Conducts trials on craft hull, electrical, mechanical and propulsion systems ...
>> More Information



Special Projects
Performs designated Hull, Systems and Engineering Development and Integration ...
>> More Information



In-Service Engineering
Provides technical support service functions for all boat and craft Hull Mechanical & Electrical systems ...
>> More Information



Maintenance Engineering and Integrated Logistics Support
Develops and reviews logistics documentation ...
>>



Combatant Craft Division4> Naval Surface Warfare Center, Carderock Division, Detachment Norfolk
2600 Tarawa Court STE 303
Norfolk VA 23521-3239



For more than 30 years the Combatant Craft Division has built

an enviable reputation for excellence, quality, and responsive service. The Division supports the U.S. Navy, Army, Marine Corps, Special Warfare/Special Operations., Air Force, Coast Guard and other D.O.D., non-D.O.D. activities and private industry. The Division exercises total design and engineering authority for U.S. Navy Combatant Craft and Boats.

Special Events:

- 7th Annual Multi-Agency Craft Conference, NAVPHIBASE Little Creek, Virginia.
For more information, visit www.boats.dt.navy.mil/macc

Information:

- [Technical Data Repository](#)
Note: Technical Data Repository access is restricted to .mil users only.
- [Life Raft Database](#)

ENCLOSURE 7-2

APPENDIX COLLEGE

Boston Planning Yard's affiliation with the Boston area colleges and universities has been through several programs. They are listed below.

1. MIT Professional Summer, is a program in which several classes are offered over at the MIT campus taught by MIT professors and Navy officers and leaders. They are in a variety of areas such as Ship Design and Construction, Communications and Sea Warfare and Naval Policy. We've sent many students there over the years and have probably 10 or 15 onboard now that have attended the program.
2. We have had an active program with Northeastern University where the Navy paid for tuition and books for minority students in exchange for a commitment of service to the Navy for one year. The Navy has ceased the program in the last few years but we have several people on board who have gone through it and stayed on to make careers as Navy civilian engineers.
3. On several occasions we have gotten a Navy officer on temporary duty while he is waiting for the next graduate program to begin over at MIT. This works out very well for us and the US Navy as we get to hear his particular concerns and ideas about shipboard life and how we as engineers can make it better and he gets to learn what goes into ship engineering design and planning, and understanding the demands placed on us better. The last two through here came back to obtain data and some operational insight on the LCAC for the Naval Engineer's special projects on Sea Basing options which were presented May 2005 at MIT to an audience of Senior Naval officers and civilians plus numerous private sector experts in Naval Engineering and Naval Architecture/ Marine Engineering. One of our Project Managers also participated in that presentation as an expert for any questions that arose.
4. Approximately half of the engineers employed started out as coop students in the Northeastern Coop Program and have stayed on to enjoy lengthy careers as Navy civilian engineers. We also employ many Massachusetts Maritime Academy graduates and several Umass and Umass Lowell graduates. Almost everyone working here is from a Boston area school.

NAVSHIPYD_PUGET_SOUND_DET

BOSTON-MA

ENCL 7-2 CONT'D

DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY - NOT
RELEASABLE UNDER FOIA

This document may contain information protected from disclosure by public law, regulations or orders.

O-3 with Dependents BAH Rate	\$2,359	
In-state Tuition for Family Member	No	
In-state Tuition Continues if Member PCSs Out of State	No	

Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity		0 of 39 districts, 6 MFRs
Students Enrolled	72,940	39 of 39 districts
Average Pupil/Teacher Ratio	13.4:1	39 of 39 districts
High School Students Enrolled	72,940	39 of 39 districts
Average High School Graduation Rate (US Avg 67.3%)	97.0%	39 of 39 districts
Average Composite SAT I Score (US Avg 1026)	977	39 of 39 districts
Average ACT Score (US Avg 20.8)		0 of 39 districts, 39 MFRs
Available Graduate/PhD Programs	22	
Available Colleges and/or Universities	46	
Available Vocational and/or Technical Schools	12	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	3.4%	6.2%	5.7%	4.0%	2.9%

Extracted from OSD BRAC database as of April 20, 2005

NAVSTA_BREMERTON_WA

ENCL 7-2 CONT'D

DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY - NOT RELEASABLE UNDER FOIA
 This document may contain information protected from disclosure by public law, regulations or orders.

If the installation/activity/agency has incomplete information from the local school system in order to accurately compute a score in this area, the number of school districts reporting information will be captured in addition to the computed answer.

		Basis
School District(s) Capacity	40,849	5 of 5 districts
Students Enrolled	38,308	5 of 5 districts
Average Pupil/Teacher Ratio	25.2:1	5 of 5 districts
High School Students Enrolled	10,179	5 of 6 districts
Average High School Graduation Rate (US Avg 67.3%)	83.4%	5 of 6 districts
Average Composite SAT I Score (US Avg 1026)	1057	5 of 6 districts
Average ACT Score (US Avg 20.8)	8	5 of 6 districts
Available Graduate/PhD Programs	2	
Available Colleges and/or Universities	4	
Available Vocational and/or Technical Schools	1	

Employment

Unemployment and job growth rates provide a relative merit of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided.

The unemployment rates for the last five-years:

	1999	2000	2001	2002	2003
Local Data	5.0%	5.6%	6.0%	6.2%	6.4%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	MSA	MSA	MSA	MSA	MSA

The annual job growth rate for the last five-years:

	1999	2000	2001	2002	2003
Local Data	4.4%	-2.2%	-1.2%	7.4%	1.7%
National	1.5%	2.4%	.03%	-.31%	.86%
Basis:	MSA	MSA	MSA	MSA	MSA

Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: according to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal Total Vacant Housing Units; Total Vacant Housing Units may also include units that are vacant but not on the market for sale or rent.

Total Vacant Housing Units	6,228	Basis: MSA
Vacant Sale Units	1,273	

