

AUG 04 2005

RECEIVED

Dear Honorable James H. Bilbray,

My name is Allie Kimmel and I am fourteen years old. I live in Kittery Maine and we recently found out the devastating news that the Portsmouth Naval Shipyard was on the base closure list. When I heard the news I knew I had to do something about it.

First of all I would like to say that closing the Portsmouth Naval Shipyard would be a huge mistake. Shutting down the Shipyard will devastate the town of Kittery and many of the families around it. My dad told me that all of the people on the Shipyard have no idea of where they can get another job and that is a very scary thing. I have heard military families say submarine crews love coming to Kittery because of the friendly environment and there is a lot to do here. Other than devastating a beautiful town why would you shut down a Shipyard with the fastest record of them all? Every one of the people who work on the Shipyard loves going to work and know they are saving time and money. Also one of the biggest reasons is I researched that Maine has the oldest people out of every state. Many of them work on the shipyard and if you take their job away from them they will be around 55-60 years old and not able to retire. Some of the Commissioners think that the employees of the Portsmouth Naval Shipyard will travel for a job if it is shut down. This is not true; people who work on the shipyard love Kittery and many of them do not want to leave.

My dad is Scott Kimmel and not only does he work on the Shipyard he served in the Navy for 21 years. When we found out the Shipyard was on the list it was very hard for me to see him so sad about losing a job that he loves to do. In fact I don't think I could ever see my dad doing anything other than repairing submarines. I never thought of my dad doing a job that was not related to military or submarines and now that the base might be closing it is a huge reality check.

Recently some of the commissioners visited the Portsmouth Naval Shipyard and they said they were shocked of all the people they saw when they turned the corner and saw about 7,000 supporters of the shipyard lining the streets. This should show you how much the employees and the towns care about the Shipyard. I promise you if you reconsider the base closure list that the people on the Shipyard will do everything they can to keep it going strong. It would just be a very bad thing for this town to be destroyed. I don't know if this letter will even get to you but I just had to try. Even if you decide not to change the list at least read this letter and just have a little feel for the passion the workers on the Shipyard have for their job.

A young girl in hope,



Allie Kimmel

AUG 14 2003

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Dear Honorable Phillip Coyle,

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AUG 04 2005

1 August 2005

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Thank you for your attention and consideration.

Very Respectfully


Pete Ehnstrom

270 Meadow Road
Portsmouth, NH 03801

AUG 04 2005

Dear General James T. Hill,

Received

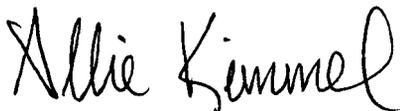
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Allie Kimmel

Dear Honorable Commissioner Anthony J. Principi,

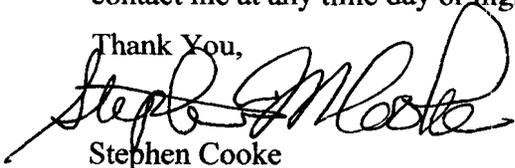
AUG 8 2005
07/21/2005

Received

Closing PNS, Maine is an error that will come back to haunt the defense of this country. The use of Pearl Harbor for ship maintenance beyond the emergent quick fixes will pose a major problem for our Pacific fleet. Once a ship is involved in an overhaul it is bench marked by PNS to involve 10 months for a DMP or 18 months for an ERO, this type of work done in Pearl Harbor takes twice that time and double the cost. Once the ships are put into the dry dock, they essentially are sitting ducks for that period. Once Pearl Harbor has dry-docked any ship, the "strategic location" is now a war liability. I understand the importance of having the dry dock capability on the "future front line", but once a ship is placed in the dry dock, this emergent dry dock capability is lost; it would be the same as filling the dry dock with concrete for the period that it would remain in the dry dock. With that said, I would recommend using Pearl Harbor just as Admiral Robert Willard strongly suggested, for strategic repair work in the front line. Overhaul maintenance is not strategic work for a potential front line. It would be similar to doing overhaul work on a tank battalion on the front line, which does not happen, these vehicles are hauled back to a point behind the front lines for this important work. To the comment that the Navy keeps reiterating that PNS, Maine only works on submarines, this statement is false. As a one-shipyard concept PNS has been instrumental in providing ship upgrades to surface ships, coast guard and Navy, our people have traveled to assist other shipyards with their surface craft. The report back from employees that have done this work is that it is exponentially easier work to accomplish. The techniques and work habits that we brought to task on these surface ships put these other yards to shame. The returning work force asked why we were not afforded this type of work and was told that the Navy will not give us that work because the work we are able to accomplish on submarines is of such high quality and quantity that they could not afford to let us delve into other classes of ships. In Portsmouth's past we have worked on the USS Constitution in Boston, the rescue chambers, the dry dock shelters, the Advanced seal delivery system, various tugs, we have built radiological barges, floatation tanks, submarines all classes, coast guard cutters, in the more distant past we work all sorts of surface ships, the ability of Portsmouth Naval Shipyard is not one dimensional. We are a work force that is loyal to the Navy; we have made the cultural changes that put us on the

cutting edge of management techniques. Our workforce is motivated, proud and does not expect a hand out just because of location. The latest quality reports from Pearl Harbor are troubling. They are available to your staff; they are NOFORN materials that you should see. Beyond just the technical difficulties that Pearl has, the work force culture is a problem. I don't know how to express this any simpler than you need to look at the culture as well. Cultural change in organizations the size of shipyards is not easy, this work will take a decade in Pearl if it ever changes. I think Pearl Harbor has a role but I do not think they are up to the challenge that the Navy is going to thrust upon them. Some bottom line thoughts, if the Navy's only word for shuttering PNS, Maine is Strategic location of Pearl, then this concept is the strongest argument to keep Portsmouth Naval Shipyard open. Losing the availability of dry dock capacity at Pearl essentially eliminates the "strategic location", having the dry docks available in Pearl by doing the overhaul work in Portsmouth Naval Shipyard maintains that strategic location in Pearl. Keep this in mind, a DMP (10 months PNS at 330 million, 22-24 months at 500-600 million). Dry dock capability is about knowing with certainty that you will have dry-dock capability. Portsmouth can tell the Navy within days, how long and at what final cost each of its availabilities will take. Keep PNS viable, it leads the nation. (PS, I know the country needs to keep its private yards going, and at this time there is a DMP ongoing within the private sector, it is now past our ten month record and is looking to take more in the area of twenty plus months. Its as if we should be the contractors and the contractors are the more typical stereo typed government workers.) Please fell free to contact me at any time day or night.

Thank You,



Stephen Cooke

PNS employee

Tele: 207.451.3856

Mr. Principi, I have to say your demeanor through out the BRAC has been inspirational. Your handling of Brac issues is something to be mentored. President Bush made a excellent choice in yourself for this work. Please feel free to call me if you need any info for your deliberations. I am in PNS to Harley Davidson in our ability to reinvent ourselves and come out on top with a product that is second to none! Thanks Steve Cooke.

AUG 04 2005

Received

August 1, 2005

General James T. Hill, USA (Ret)

Dear Commissioner Hill,

I would like to take this opportunity to ask you to remove Portsmouth Naval Shipyard from the closure list. I am a resident of York Maine and a concerned citizen. As a concerned citizen I believe it would be a travesty and a serious blow to our national defense if the shipyard were closed. It is well known that the Portsmouth Naval Shipyard is the leader in submarine overhaul, technology, and safety. The shipyard continues to set records for schedule and quality. Portsmouth leads by example and shares it manpower, technology, work practices with the other public and private shipyards. Portsmouth is the innovator and the brains behind the submarine repair industry. These days it is impossible not to read about private shipyards cost overruns and delays in schedules. Can anyone actually believe we the people of the United States will save money by closing our highest performer? The present administration is on a mission to privatize our shipyards in an underhanded way using the BRAC process to undermine our laws. I ask you to do the right thing. Do not allow this administration to dispose of one of the jewels and cornerstones of our submarine defense. The future is in your hands. Please be more farsighted than the people who have created this list. I ask you to please remove Portsmouth Naval Shipyard from the base closure list.

Sincerely, Robert J. Gaudreau
PO BOX 831 York Beach
Maine,03910

AUG 04 2005

Receiver

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The Honorable James H. Bilbray

Dear Commissioner Bilbray,

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PO BOX 831 York Beach
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BRAC Commission

August 1, 2005

The Honorable Samuel K. Skinner

AUG 04 2005

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PO BOX 831 York Beach
Maine, 03910

BRAC Commission

AUG 04 2005

Received

July 21, 2005

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

Dear Commissioner Hansen,

I am writing this letter in support of the Portsmouth Naval Shipyard located in Kittery, ME. The shipyard's record speaks for itself: on time, below budget and excellent quality. To close a shipyard with such an outstanding record of service doesn't make sense.

The region recovered, slowly, from the closure of the Pease Air Force Base but I don't think we could survive the additional closure the of the Portsmouth Naval Shipyard.

I appreciate any consideration and attention you can give to removing the Shipyard from the Base closure list.

Sincerely,



Joan M. Wade
1 William Road
So. Berwick, ME 03908

BRAC Commission

AUG 0 6 2005

received

Wayne Hennessey
6 Homert Lane
Kittery ME 03904

20 July 05

Sen. Hill

You have a difficult job ahead but none-the-less I
have to urge you to consider the human cost/toll.

Closing Portsmouth Naval Shipyard will cost thousands
their jobs and careers. It will displace thousands more -
force them to sell home, remove kids from neighborhood.
I understand Military does this - retired myself.
I lay out for that. But civilians do not. They are
putting every effort available in making Portsmouth
efficient - and it shows.

Why close the most efficient. Why consolidate
resources when history has shown us the
ramifications. Why risk our nation's future
response and future crisis management by
closing an asset!?

Please do not close Portsmouth

Wayne

AUG 04 2005

1 August 2005

Dear Chairman Principi

receiver

My name is Pete Ehnstrom, I've worked at Portsmouth Naval Shipyard for 27 years and have recently been selected as Structural Engineering Division Head in the Engineering and Planning Department. I've lived in Portsmouth my entire life, my grandfather worked at the shipyard and my sister currently works at the shipyard. I've participated in rallies, listened at hearings, and assisted in providing data for presentations on Portsmouth Naval Shipyard's unique capabilities. This is the first letter that I have written to the commission and I just want to make three points that I feel are extremely important.

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3. My final point is that once the shipyard is closed it is lost forever. We have something special going on right now at the shipyard, we are the best at what we do, no one denies that. Taking us out of the equation will certainly not equate to a 15% efficiency gain at the other shipyards. Quite the opposite it will send the message to the other shipyards that efficiency doesn't matter. That fact combined with not having to compare themselves to us will leave them no incentive to improve. There is a special work ethic here that cannot be transferred.

Thank you for your attention and consideration.

Very Respectfully



Pete Ehnstrom
270 Meadow Road
Portsmouth, NH 03801

AUG 04 2005

Receiver 1 August 2005

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270 Meadow Road

Portsmouth, NH 03801

AUG 04 2005

Received



August 1, 2005

Dear Commissioner Hill,

I know that this letter is probably longer than most you are receiving but for the sake of our **"Boots on the Ground"** please take a few minutes to read it.

Although you have not had a chance to visit Portsmouth Naval Shipyard during the BRAC process I know you have been briefed that PNS is the best at what we do. You have heard many times that PNS is first in schedule, cost, quality, and safety.

Our shipyard commander Captain J. C. Iverson always signs his addresses to the employees of PNS with a catchy phrase. "Stay the course, **make a difference**, and keep each other safe." I was wondering how I might make a difference in helping our shipyard get through this BRAC process. I know that many letters have been sent to the BRAC Commission with various reasons as to why Portsmouth should be removed from the closure list. I listed a few earlier in this letter. Now I am going to list one that probably hasn't been mentioned. But I know that being a former soldier (thank you for serving) you will appreciate this reason. PNS is responsible for saving the lives of **"Boots on the Ground"**.

After my youngest son joined the Army I learned a lot of new terms and expressions (I am a Navy veteran). Boots on the ground was just one of them. The longest year of my life as a parent was the year he spent in Iraq with the 4TH Infantry Division (April 2003 to March 2004). I am happy and very proud to say that he completed his tour in Iraq and came home safe. We are reminded by daily news reports about those who aren't going to make it home safe.

From the time he left Kuwait riding atop his M113 Armored Personnel Carrier to the time he arrived in Baghdad and beyond I wondered how many targets he drove by that had already been destroyed by a submarine launched Tomahawk missile that was launched by submarines Portsmouth Naval Shipyard had worked on. In that respect I think I made a difference.

I talk to every submarine crew that arrives for overhaul at Portsmouth and I thank them all for serving in our armed forces. I especially thank them for softening all those targets while my son was in Iraq. I also know that my son made a difference, at least to a few soldiers and their family members.

After the initial drive to Baghdad in April 2003, he was at a forward operating base in the Sunni triangle and one night in October 2003 his unit found itself in a difficult position. To make a long story short, all of his squad survived unharmed, although the same cannot be said for the insurgents who caused the difficulty. When all was said and done the Army awarded my son a Bronze Star with combat "V" for his actions that night.

I wonder...what if he had not been there at that time to help out his fellow soldiers? What if he had been injured or killed earlier in the campaign? Would there be even more grieving family's.

The point to my letter! What if the submarine that was suppose to launch a Tomahawk and help out the **"Boots on the Ground"** was in overhaul at a shipyard instead? How do you explain to a family member that their loved one was injured or killed because the Navy couldn't put enough submarines to sea because the DOD shutdown the best shipyard in the world? It may not happen immediately but that is likely to happen if Portsmouth Naval Shipyard is closed.

Sir, you have the ability to keep this from happening. Keep our "Boots on the ground" safe during our next engagement.

Thank you for the opportunity to make a difference. God bless and keep our armed forces safe.

Respectfully,


Stephen J. Misek Sr.
Portsmouth Naval Shipyard



United States Navy
Submarine Service

AUG 04 2005

received

1 August 2005

Dear Commissioner Hill

My name is Pete Ehnstrom, I've worked at Portsmouth Naval Shipyard for 27 years and have recently been selected as Structural Engineering Division Head in the Engineering and Planning Department. I've lived in Portsmouth my entire life, my grandfather worked at the shipyard and my sister currently works at the shipyard. I've participated in rallies, listened at hearings, and assisted in providing data for presentations on Portsmouth Naval Shipyard's unique capabilities. This is the first letter that I have written to the commission and I just want to make three points that I feel are extremely important.

1. First and foremost your decision regarding Portsmouth Naval Shipyard comes down to the issue of capacity. I'm not please with the way the data has been presented on this issue. Drydock schedules are all based on notional durations for submarine depot level availabilities. Portsmouth and Norfolk are the only shipyards executing close to the notionals. Your staffers need to look at actual average durations for submarine availabilities at all the shipyards and look at what that does to capacity, specifically drydock capacity. I believe that private shipyards should not be part of the discussion but I watched the presentation provided by Electric Boat in support of Subase New London. I'm sure you're aware that EB is way over the Navy notionals for cost and schedule on their current Depot Modernization Period. The Electric Boat pitch stated several times that they had three dry docks however talk to COMSUBLANT representatives and ask how much more maintenance work the Navy can afford to send to Electric Boat.

2. As our delegation presented at the hearings folks will not move from this area in the numbers that DOD is predicting. The 4000 plus jobs being lost if Portsmouth Naval Shipyard closes are civilian jobs and as such I would expect very limited numbers to relocate. History has shown during RIFs (reduction in forces) at Portsmouth that the number of people to relocate to any government job was less than 10%.

3. My final point is that once the shipyard is closed it is lost forever. We have something special going on right now at the shipyard, we are the best at what we do, no one denies that. Taking us out of the equation will certainly not equate to a 15% efficiency gain at the other shipyards. Quite the opposite it will send the message to the other shipyards that efficiency doesn't matter. That fact combined with not having to compare themselves to us will leave them no incentive to improve. There is a special work ethic here that cannot be transferred.

Thank you for your attention and consideration.

Very Respectfully



Pete Ehnstrom

270 Meadow Road

Portsmouth, NH 03801

AUG 04 2005

1 August 2005

Dear Commissioner Skinner

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Pete Ehnstrom

270 Meadow Road
Portsmouth, NH 03801

AUG 04 2005

1 August 2005

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Receiver

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Pete Ehnstrom

270 Meadow Road

Portsmouth, NH 03801

AUG 04 2005

1 August 2005

Dear Commissioner Hansen

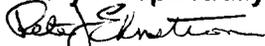
(receiver)

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Thank you for your attention and consideration.

Very Respectfully



Pete Ehnstrom

270 Meadow Road

Portsmouth, NH 03801

August 1, 2005

BRAC Commission

The Honorable Anthony J. Principi

AUG 04 2005

Dear Chairman,

Receiver

I would like to take this opportunity to ask you to remove Portsmouth Naval Shipyard from the closure list. I am a resident of York Maine and a concerned citizen. As a concerned citizen I believe it would be a travesty and a serious blow to our national defense if the shipyard were closed. It is well known that the Portsmouth Naval Shipyard is the leader in submarine overhaul, technology, and safety. The shipyard continues to set records for schedule and quality. Portsmouth leads by example and shares its manpower, technology, work practices with the other public and private shipyards. Portsmouth is the innovator and the brains behind the submarine repair industry. These days it is impossible not to read about private shipyards cost overruns and delays in schedules. Can anyone actually believe we the people of the United States will save money by closing our highest performer? The present administration is on a mission to privatize our shipyards in an underhanded way using the BRAC process to undermine our laws. I ask you to do the right thing. Do not allow this administration to dispose of one of the jewels and cornerstones of our submarine defense. The future is in your hands. Please be more farsighted than the people who have created this list. I ask you to please remove Portsmouth Naval Shipyard from the base closure list.

Sincerely, Robert J. Gaudreau
PO BOX 831 York Beach
Maine, 03910

BRAC Commission

August 1, 2005

AUG 04 2005

Brigadier General Sue E. Turner, USAF (Ret) Received

Dear Commissioner Turner,

I would like to take this opportunity to ask you to remove Portsmouth Naval Shipyard from the closure list. I am a resident of York Maine and a concerned citizen. As a concerned citizen I believe it would be a travesty and a serious blow to our national defense if the shipyard were closed. It is well known that the Portsmouth Naval Shipyard is the leader in submarine overhaul, technology, and safety. The shipyard continues to set records for schedule and quality. Portsmouth leads by example and shares its manpower, technology, work practices with the other public and private shipyards. Portsmouth is the innovator and the brains behind the submarine repair industry. These days it is impossible not to read about private shipyards cost overruns and delays in schedules. Can anyone actually believe we the people of the United States will save money by closing our highest performer? The present administration is on a mission to privatize our shipyards in an underhanded way using the BRAC process to undermine our laws. I ask you to do the right thing. Do not allow this administration to dispose of one of the jewels and cornerstones of our submarine defense. The future is in your hands. Please be more farsighted than the people who have created this list. I ask you to please remove Portsmouth Naval Shipyard from the base closure list.

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PO BOX 831 York Beach
Maine, 03910

BRAC Commission

August 1, 2005

AUG 04 2005

Received

General Lloyd W. Newton, USAF (Ret)

Dear Commissioner Newton,

I would like to take this opportunity to ask you to remove Portsmouth Naval Shipyard from the closure list. I am a resident of York Maine and a concerned citizen. As a concerned citizen I believe it would be a travesty and a serious blow to our national defense if the shipyard were closed. It is well known that the Portsmouth Naval Shipyard is the leader in submarine overhaul, technology, and safety. The shipyard continues to set records for schedule and quality. Portsmouth leads by example and shares its manpower, technology, work practices with the other public and private shipyards. Portsmouth is the innovator and the brains behind the submarine repair industry. These days it is impossible not to read about private shipyards cost overruns and delays in schedules. Can anyone actually believe we the people of the United States will save money by closing our highest performer? The present administration is on a mission to privatize our shipyards in an underhanded way using the BRAC process to undermine our laws. I ask you to do the right thing. Do not allow this administration to dispose of one of the jewels and cornerstones of our submarine defense. The future is in your hands. Please be more farsighted than the people who have created this list. I ask you to please remove Portsmouth Naval Shipyard from the base closure list.

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PO BOX 831 York Beach
Maine, 03910

BRAC Commission

August 1, 2005

AUG 01 2005

Received

The Honorable James V. Hanson

Dear Commissioner Hanson,

I would like to take this opportunity to ask you to remove Portsmouth Naval Shipyard from the closure list. I am a resident of York Maine and a concerned citizen. As a concerned citizen I believe it would be a travesty and a serious blow to our national defense if the shipyard were closed. It is well known that the Portsmouth Naval Shipyard is the leader in submarine overhaul, technology, and safety. The shipyard continues to set records for schedule and quality. Portsmouth leads by example and shares its manpower, technology, work practices with the other public and private shipyards. Portsmouth is the innovator and the brains behind the submarine repair industry. These days it is impossible not to read about private shipyards cost overruns and delays in schedules. Can anyone actually believe we the people of the United States will save money by closing our highest performer? The present administration is on a mission to privatize our shipyards in an underhanded way using the BRAC process to undermine our laws. I ask you to do the right thing. Do not allow this administration to dispose of one of the jewels and cornerstones of our submarine defense. The future is in your hands. Please be more farsighted than the people who have created this list. I ask you to please remove Portsmouth Naval Shipyard from the base closure list.

Sincerely, Robert J. Gaudreau
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Maine, 03910

BRAC Commission

AUG 04 2005

Received

August 1, 2005

The Honorable Philip Coyle

Dear Commissioner Coyle,

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August 1, 2005

Admiral Harold W. Gehman, Jr, USN (Ret)

Dear Commissioner Gehman,

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AUG 04 2005

Dear Honorable Anthony J. Principi,

Received

My name is Allie Kimmel and I am fourteen years old. I live in Kittery Maine and we recently found out the devastating news that the Portsmouth Naval Shipyard was on the base closure list. When I heard the news I knew I had to do something about it.

First of all I would like to say that closing the Portsmouth Naval Shipyard would be a huge mistake. Shutting down the Shipyard will devastate the town of Kittery and many of the families around it. My dad told me that all of the people on the Shipyard have no idea of where they can get another job and that is a very scary thing. I have heard military families say submarine crews love coming to Kittery because of the friendly environment and there is a lot to do here. Other than devastating a beautiful town why would you shut down a Shipyard with the fastest record of them all? Every one of the people who work on the Shipyard loves going to work and know they are saving time and money. Also one of the biggest reasons is I researched that Maine has the oldest people out of every state. Many of them work on the shipyard and if you take their job away from them they will be around 55-60 years old and not able to retire. Some of the Commissioners think that the employees of the Portsmouth Naval Shipyard will travel for a job if it is shut down. This is not true; people who work on the shipyard love Kittery and many of them do not want to leave.

My dad is Scott Kimmel and not only does he work on the Shipyard he served in the Navy for 21 years. When we found out the Shipyard was on the list it was very hard for me to see him so sad about losing a job that he loves to do. In fact I don't think I could ever see my dad doing anything other than repairing submarines. I never thought of my dad doing a job that was not related to military or submarines and now that the base might be closing it is a huge reality check.

Recently some of the commissioners visited the Portsmouth Naval Shipyard and they said they were shocked of all the people they saw when they turned the corner and saw about 7,000 supporters of the shipyard lining the streets. This should show you how much the employees and the towns care about the Shipyard. I promise you if you reconsider the base closure list that the people on the Shipyard will do everything they can to keep it going strong. It would just be a very bad thing for this town to be destroyed. I don't know if this letter will even get to you but I just had to try. Even if you decide not to change the list at least read this letter and just have a little feel for the passion the workers on the Shipyard have for their job.

A young girl in hope,



Allie Kimmel

Dear Honorable Samuel K. Skinner,

AUG 04 2005

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AUG 04 2005

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Dear Brigadier General Sue E. Turner,

My name is Allie Kimmel and I am fourteen years old. I live in Kittery Maine and we recently found out the devastating news that the Portsmouth Naval Shipyard was on the base closure list. When I heard the news I knew I had to do something about it.

First of all I would like to say that closing the Portsmouth Naval Shipyard would be a huge mistake. Shutting down the Shipyard will devastate the town of Kittery and many of the families around it. My dad told me that all of the people on the Shipyard have no idea of where they can get another job and that is a very scary thing. I have heard military families say submarine crews love coming to Kittery because of the friendly environment and there is a lot to do here. Other than devastating a beautiful town why would you shut down a Shipyard with the fastest record of them all? Every one of the people who work on the Shipyard loves going to work and know they are saving time and money. Also one of the biggest reasons is I researched that Maine has the oldest people out of every state. Many of them work on the shipyard and if you take their job away from them they will be around 55-60 years old and not able to retire. Some of the Commissioners think that the employees of the Portsmouth Naval Shipyard will travel for a job if it is shut down. This is not true; people who work on the shipyard love Kittery and many of them do not want to leave.

My dad is Scott Kimmel and not only does he work on the Shipyard he served in the Navy for 21 years. When we found out the Shipyard was on the list it was very hard for me to see him so sad about losing a job that he loves to do. In fact I don't think I could ever see my dad doing anything other than repairing submarines. I never thought of my dad doing a job that was not related to military or submarines and now that the base might be closing it is a huge reality check.

Recently some of the commissioners visited the Portsmouth Naval Shipyard and they said they were shocked of all the people they saw when they turned the corner and saw about 7,000 supporters of the shipyard lining the streets. This should show you how much the employees and the towns care about the Shipyard. I promise you if you reconsider the base closure list that the people on the Shipyard will do everything they can to keep it going strong. It would just be a very bad thing for this town to be destroyed. I don't know if this letter will even get to you but I just had to try. Even if you decide not to change the list at least read this letter and just have a little feel for the passion the workers on the Shipyard have for their job.

A young girl in hope,



Allie Kimmel

July 28, 2005

BRAC Commission

AUG 04 2005

Received

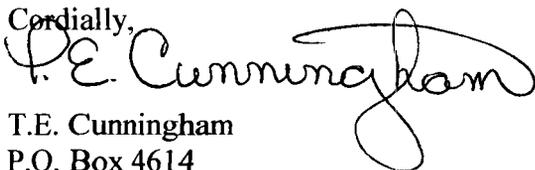
Defense Base Closure and Realignment Commission
2521 South Clark Street
Suite 600
Arlington, VA 22202

Dear BRAC Commissioners: The Honorable Anthony J. Principi, Chairman; The Honorable James H. Bilbray; The Honorable Philip Coyle; Admiral Harold W. Gehman, Jr., USN (Ret.); The Honorable James V. Hansen; General James T. Hill, USA (Ret.); General Lloyd W. Newton, USAF (Ret.); The Honorable Samuel K. Skinner; and Brigadier General Sue E. Turner, SUAF (Ret.):

I am writing in support of the Portsmouth Naval Shipyard in Kittery, Maine. I am not an employee or the shipyard nor do I have any family who work for the shipyard. But I know that the Portsmouth Naval Shipyard is an above average, way above average, facility that employs both Maine and New Hampshire's very best workers. PNS has consistently completed projects under budget and in a timely manner for many years. The United States Navy has even acknowledged the efficiency and outstanding work by the employees of our shipyard by bestowing commendations on the yard. So, how does it make sense to close such an outstanding facility such as the Portsmouth Naval Shipyard? The Portsmouth Naval Shipyard is also the workplace to both Maine and New Hampshire residents. The two states have had such a great partnership with the shipyard since 1800! Our shipyard is the oldest in the country.

I beg of you please do not close the Portsmouth Naval Shipyard. Please take it off the closure list and help us to save our Shipyard! Thank you for your time.

Cordially,



T.E. Cunningham
P.O. Box 4614
Portsmouth, N.H. 03802

BRAC Commission

AUG 04 2005

received

Dana Stairs
P.O. Box 541
Rollinsford, NH 03869

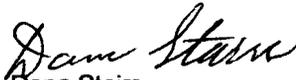
July 22, 2005

Dear Commissioner Hansen:

I am writing today on behalf of retaining the Portsmouth Naval Shipyard but I would also like to thank you for your efforts in running the 2005 BRAC Commission review in an open and professional manner.

It is unfortunate that you have not had a chance to meet our team either at the shipyard or in Boston. You would have been able to see first hand why this issue is different in effect, both locally and nationally, from closure of a military base manned mainly by military personnel. Closing Portsmouth is a decision that we do not need this nuclear capable, Navy operated shipyard ever. This facility has been 200 years in the making and is not transportable. The center of the issue is the future force size and the industrial capacity needed to maintain that force. The projected workload over the years has always been uncertain with long term plans in constant flux as the fleet supports its operational commitments. As you have been shown, the Navy consistently underestimates its future needs but has always had the capacity to compensate for this in the past. I do not believe the reality of this is honestly understood at the higher levels of Navy and DoD.

Sincerely,


Dana Stairs

BRAC Commission

July 20, 2005

AUG 04 2005

Received

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

Dear Commissioner Turner,

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

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

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

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

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

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

Thank You,



July 20, 2005

BRAC Commission

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

AUG 04 2005

Received

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Thank You,



July 20, 2005

BRAC Commission

AUG 04 2005

Received

General James T. Hill, USA(Ret)
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

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Thank You,

Daniel Pugin

July 20, 2005

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

BRAC Commission

AUG 14 2005

received

Dear Commissioner Bilbray,

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

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Thank You,

Kristina Foss

July 20, 2005

The Honorable Samuel K. Skinner
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

BRAC Commission

AUG 14 2005

received

Dear Commissioner Skinner,

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