

Dear Commissioner Coyle,

DGM 5685

I am writing to ask please re-consider the closing of the Portsmouth Naval Shipyard - it is a vital part of our community and country. I have lived here all my life and know how very important it is to many families livelihoods as well as the submarine ~~and~~ repairs and overhauls.

Thank you for your time and consideration

Sincerely,

Carolyn B  
McCombe

PO Box 4504  
Portsmouth, NH 03802



BRAC Commission

JUL 28 2005

Received

BRAC Commission

76 Haley Road  
Rutledge, Maine 03904  
July 25, 2005

JUL 28 2005

Re: Support for Portsmouth Naval Shipyard.  
Defense Base Closure & Realignment Commission

Dear Chairman Biniciffi,  
Thank you & the members of the BRAC commission who heard the various speakers, at the hearing in Boston, Mass., stating the numerous reasons why Portsmouth Naval Shipyard should not have been on the closure list. The attention & patience extended to each speaker is greatly appreciated. The performance and economic factor at Portsmouth Naval Shipyard is unsurpassed.

Six generations of my family, beginning with my great grandfather in 1852, to my grandson, who is presently working there, graduating from the Apprenticeship Program this month.

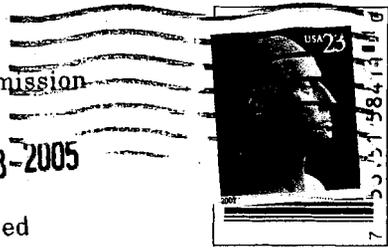
Your influence & support in saving the Portsmouth Naval Shipyard from closure would be greatly appreciated. Thank you for your consideration.

Sincerely,  
Helen E. Hendrickson

26  
The Marginal Way, connecting Perkins Cove,  
and Ogunquit village.  
Photo © ED ELVIDGE



BRAC Commission



PORTSMOUTH  
NAVAL SHIPYARD

www.coastalexposures.com  
JEU  
POB 709 Southwest Harbor, Maine 04879

28-2005

Received

KEEP PORTSMOUTH  
OPEN  
AND YOU WILL BE  
SAVING THE  
TAXPAYERS MONEY!

BRAC Commission

2521 South Clark St

Arlington, VA Suite 600  
22202

DO NOT WRITE BELOW THIS LINE. • SPACE RESERVED FOR U.S. POST OFFICE USE ONLY

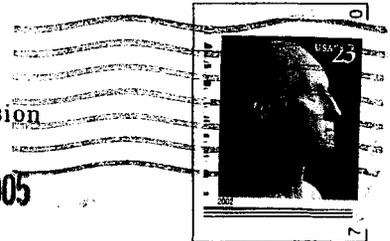
K 42

Cape Neddick Light, on the "Nubble" at York Beach,

Photo © ED ELVIDGE



BRAC Commission



PORTSMOUTH  
NAVAL  
SHIPYARD

JUL 28 2005

Received

The best in the  
Country!

www.coastalexpress.com  
POB 709 Southwest Harbor, Maine 04879 Printed in U.S.A.

BRAC Commission

2521 South Clark St  
Suite 600

Arlington, VA

22202

DO NOT WRITE BELOW THIS LINE • SPACE RESERVED FOR U.S. POST OFFICE USE ONLY

22202-3300



July 25, 2005

Dear Commissioners,

I know the Portsmouth Naval Shipyard should NOT be closed. My reasons are: their performance & schedules are excellent. Also the cost is lowest, the quality is great & their safety record is wonderful.

I hear all letters are being read. How can anyone Best This record!!!! Their workers are proud of their work and love their shipyard.

A Doer, N.H. Residence,  
Jackie Fay

BRAC Commission

JUL 28 2005

Received

July 24, 2005

JUL 28 2005

I have <sup>Received</sup> been following the proceedings of the Base Closure Commission with great interest. I watched the proceedings on television, and participated, with about 6,000 others, in welcoming the members of the Commission to the Portsmouth Naval Shipyard.

It is clear from the hearings that Portsmouth is the most cost-efficient and otherwise efficient of all the naval shipyards. Its record is far superior to Pearl Harbor, especially time-wise!

I cannot understand why the New England bases, including Groton and Otis Airfield, are being disproportionately closed, when they are of proven value.

2.

What are the nearly 5,000 skilled workers at Portsmouth doing?

Work at the local Walmart?

The base is supported by many submariners and Navy current and former commanders.

I sincerely hope that I do not detect a regional bias at the Pentagon!

Common sense and the facts point to the continued operation of Portsmouth, Otis, and Groton, - especially Portsmouth!

Sincerely,

Jean Anderson

Subject Court Docket No. 199-004  
arriving from the Gov. center + council  
also the federal circuit court, Washington  
D.C. file by federal 8/20/05  
BRAC Commission

Received  
JUL 28 2005  
Pg 1

Dear Chairman Anthony Principi  
I would be glad to provide a representative from Oxford University,  
Castle case (WWII) and the High Court of England and the High Court of Europe.  
I am assigned to the international + national defense + security act, through President  
Clinton's college (who told me that I am to rebuild the arm force of north  
American period) with the constitution convention, federal circuit court that the  
arm force to be build to a standard also through the federal state USA in  
1928, I am also assigned to University of Illinois with the federal state and they have  
to rebuild the total arm force which was "0" for a permanent also making for all  
times under the federal circuit court, Of which, that I was buying from Scotland  
land by the attorney General of N.H. to prevent the law suit against them by 30  
federal states of north American on national security with the FBI.

That there is more people are give in the federal circuit court for their appointments  
act against President Franklin D. Roosevelt on Point Hudson attack when  
all the intelligence information come from the code case 1946, '7, '8 and the battle  
of Great Britain through the High Court of England and sent to federal circuit  
court for the President Franklin D. Roosevelt and all the other agencies,  
major of the Pacific lay out what Japan Navy was going to do. Of which  
that General George Marshall would not accept it and did not break the code  
until it was too late. Also he lie in Congress that it would take 10 years to clean  
it up. Of which, that the Navy Capt. who was in charge of the Navy O.D. to  
come up with the torpedos for the subs and other ships, and never told them  
until the P.N.Y. got them in the subs. To test them out and the torpedos never  
work. But the marine corp commander and the Capt. to the subs, made a report to  
The President Roosevelt, then he sent them to me at University of Illinois to  
find out why and I told them command capt. To go to G.E. and get the  
engineer to get on those torpedos in the research lab. to find out why.

William W.

William W.

Whereas;

that they got to President Roosevelt of the report from G. E. and P. N. Y. and he call  
in the Capt. who runs the Navy O. O. ask some question and he was fire period.  
Also there was no industry in North American set up to make <sup>this</sup> ~~and~~ torpedoes  
and it took about a year to get set up, G. E. had to find a good mass production  
system.

Whereas;

That President Roosevelt put Admiral Nimitz in charge of Pearl Harbor and the  
Pacific Fleet to rebuild and they were going all they had to stop the Jap. fleet, but  
there where a stop go to do this, no torpedo, as the Federal Circuit Court sent  
me and J. Edgar Hoover to Pearl <sup>Harbor</sup> ~~Harbor~~ to get the all the Battle Ship back on line  
and tell it to Adm. Nimitz he can not go because of the Torpedo Mass. Also that  
Adm. Nimitz put in a Sub. repair dry dock in with with the Destroyer, about  
the same size, because the distance to the main land on both Pacific and the  
Atlantic, so the P. N. Y. and other would send the technicians out to Pearl Harbor  
along with others and they still do it today, and also they have to rebuild  
some of Groton, Conn. Sub. that they where in bad shape, also they go around  
the world when needed, this is call a education process that you with the P. N. Y.  
Of which, that the British Navy built this Navy yard in about 1740-50 period  
for Hampshire County of England by Parliament, not the King, and they have  
the deck to all Portsmouth Harbor including all the Island. Of which that during  
~~was~~ that the only ship yard in the world that launch four Sub. or any  
other ship yard the same time, also they made 70 to 75% of the Sub. fleet  
that where in the war, and only lost one (Good Capt.).

Where as;

That by down sizing the Army including General Patton 3<sup>rd</sup> Army which calls for 20 Division which is the same for all Armys 1 through 12 and you not need the National Guard nor the reserve. The Army size is by 15000 per Division times 20 equal to 300,000 or 12 Township of 300,000. The Army's transportation system is the same size to carry supplies to each Army.

Where as;

That you would need one Army <sup>in</sup> Iraq and one Army in Afghanistan with air support. Of which I would like to be on your committee, I would take those 3 Toogies Secretary Hides you have take them over like General Ulysses S. Grant that took Richmond in a 1 hr. Also then know they would free the Judges of the Federal Circuit Court by the Federal State of North America on National Security and sizing is illegal by law. This is call for a veto or table the motion on the list period. Under the Law of National Security are five Division are agriculture, education, civil defense, industry, and military, of which the Federal State are going to put it <sup>in</sup> the Constitution by law.

Where as;

in what adm. vicinity did war to make Pearl Harbor a light maintenance work for base, and all major work will have to the main land, for all Armymen and bring in the technicians and all the supply from the main land on each type of work to be done to save time and money, instead to have the military equipment go to the main land, for repairs, call light work repairs, because the mileages of 3000 to 10000 to 12000 miles for all repairs.

Where as;

that you have mention about the troops in each state, this is a good ideal that all military in states which will have a permanent troops plus the reserve troops of all breach so the people they would have a choice in the voluntary system, this will work until the Federal circuit court decide to change it.

Where as;

That in Groton, Conn. Navy yard is a private yard has a Chemical garbage pit to G. I. before they close it at a cost of \$800, million dollar to a billion dollar. That would cost \$100, - billion on 180 bases times 20 yrs times \$1,26 billion that they claim for saving about \$227, - billion, now using the P. N. Y. saving of \$200, million x 20 years comes to \$4, - billion times 180 bases comes to \$720, billion, of which the Defense Dept. saving would be minus \$593, billion in 20 years plus the G. I. Clean up on each base. Also that since Groton, Conn Navy yard is under contract on there G. I. and you would have to read the contract to see it would abridge the contract or they can sue the Navy for this plus the Navy would leave to G. I. the mess.

Where as;

that Congress will be held and or is under accountable for break the law on National Security act. set forth by a Constitution Convention and a suit has been file by the Federal States of North American in the Federal circuit court with the help of the Attorney General of Canada and President Calvin Coolidge for downizing the Military in 1926, 27, 28 from the Castle Case from the High Court of England and Federal circuit court, with the State Legislature of N. W. against the Attorney General and filed a suit, and also took away the Security Bond system to pay for the Military.

Copies to:  
Oxford University  
FBI  
U. S. Marshal

Sincerely Yours

Sir John Roger William Windsor

Commander in Chief of North American Federal Security act.

Federal Judge Prosecutor from the High Court of England  
from Oxford University by President Calvin Coolidge

July 24, 2005  
Dear Commissioners,

BRAC Commission

JUL 28 2005

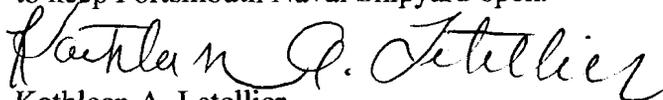
After having attended the Northeast Regional BRAC hearings, I can't help but draw one conclusion – the BRAC process, as currently implemented, appears to be less about transformation of the military and more about political retribution. Every single major military base in New England would be wiped out by this process. The cases provided by the defending bases showed that DOD manipulated the data to close the bases in New England. I believe this effort to close the New England bases lies in the civilian leadership of the Department of Defense and not in the military leadership.

Portsmouth Naval Shipyard provided the strongest case of a base that should not be closed. They have a higher military value than another shipyard mentioned in the hearings. They perform work under cost and ahead of schedule and perform better quality work than any other shipyard. It was also shown that there was no excess capacity. If you close Portsmouth there will not be enough dry-dock capacity to perform scheduled repair work. During the BRAC process of the late 1980's and early 1990's, there was clearly excess capacity among public shipyards because not only were bases closed but the workforces of the remaining bases were downsized. With the current BRAC process the plan is to move Portsmouth's workforce to other bases. Clearly that is not excess capacity.

There has also been talk of sending the repair work to private industry, but the track record of repair on submarines by Electric Boat and Newport News has been dismal. Private shipyards are geared for new construction and do not really care about performing overhaul work. Also, having overhaul work performed at a public shipyard instead of a private shipyard has several advantages: the workforce at a public shipyard cannot strike which has happened at Electric Boat in the past. Public shipyards do not have to make a profit for their corporate leaders and shareholders. Public shipyards operate in the best interest of the Navy and the taxpayer. Public shipyards give the Navy the greatest flexibility because the Navy can schedule work as they see most fit and are not subject to the whims of a corporation. Judging by the track record, private shipyards are clearly not suited for doing submarine overhaul work.

During our current war on terror we seem to be ignoring a bigger threat that lies to the east - China. While we are expending all our resources swatting at the flies of terrorism, China is building the greatest Navy the world will ever know. With this current trend they could potentially control the major shipping lanes of the world. The best way to counter this is by our use of submarines, which gives our military many options. Submarines are used to gather intelligence, to deliver Navy SEALs, and to deliver Tomahawk missiles and are used to protect our surface ships.

You have a say in protecting America's future, and the future of generations to come. Please vote to keep Portsmouth Naval Shipyard open.



Kathleen A. Letellier

Portsmouth Naval Shipyard Community Supporter

Lloyd Newton  
BRAC Commission  
2521 South Clark St., Suite 600  
Arlington, VA 22202

BRAC Commission

JUL 28 2000

Received

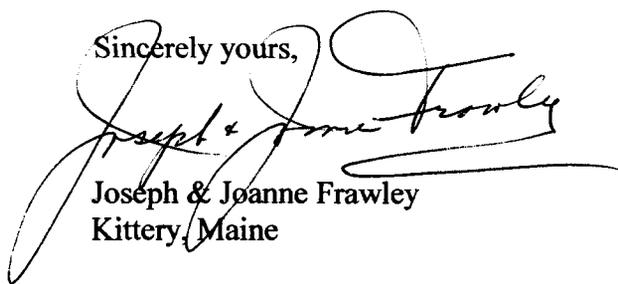
Dear Sir:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,



Joseph & Joanne Frawley  
Kittery, Maine

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

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

Thank you,



Rachel Price

Deborah Regel  
6 Lemont Lane  
Kittery ME 03904  
Commission

22 Jul 2005 JUL 28 2005

General Turner

Received

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

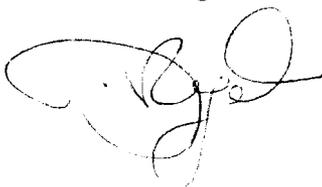
Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

Deborah Regel



Sir, please help save  
my friend Wayne's job  
Thanks

BRAC Commission

JUL 28 2005

Received

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

Dear Commissioner Coyle,

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

Thank You,



Arlene Wapenski  
148 Little Bay Rd  
Newington, NH 03801

95 Mill Road  
Hampton, NH 03842  
July 26, 2005

BRAC Commission

BRAC Commissioner Brig. General Sue E. Turner,

JUL 28 2005

Received

Dear Madam,

This letter is to recommend the removal of the Portsmouth Naval Shipyard from the base closure list.

Since I am retired from the shipyard as an Engineering Division Manager, I have good understanding of the nature of your actions now planned.

I am aware that the size of the submarine force for the next several years is approximately the same as it is today. Therefore, closing Portsmouth and assigning all of their work to Norfolk Naval shipyard is not a practical thing to do unless a lot of extra funds, personnel, time and facilities are provided. Even then it appears certain that much of the work would indeed be given to Newport News and / or Electric Boat Co.. After all, it takes both Pearl Harbor and Pudget Sound Naval Shipyards to support the Pacific Fleet.

If this evolves, then Norfolk Naval Shipyard, Newport News Shipbuilding and Electric would all have to come up to speed on Submarine overhaul business to allow closing Portsmouth Naval Shipyard. This evolution will cost considerable and result in the Navy spending more and yet have three marginal facilities trying to replace one BEST IN THE WORLD facility.

In view of the above, I urge you to remove this BEST IN THE WORLD Naval Shipyard from the closing list.

Very respectfully yours,



Robert I Hockenhull

95 Mill Road  
Hampton, NH 03842  
July 26, 2005

BRAC Commission

JUL 28 2005

Received

BRAC Commissioner James V. Hansen,

Dear Sir,

This letter is to recommend the removal of the Portsmouth Naval Shipyard from the base closure list.

Since I am retired from the shipyard as an Engineering Division Manager, I have good understanding of the nature of your actions now planned.

I am aware that the size of the submarine force for the next several years is approximately the same as it is today. Therefore, closing Portsmouth and assigning all of their work to Norfolk Naval shipyard is not a practical thing to do unless a lot of extra funds, personnel, time and facilities are provided. Even then it appears certain that much of the work would indeed be given to Newport News and / or Electric Boat Co.. After all, it takes both Pearl Harbor and Pudget Sound Naval Shipyards to support the Pacific Fleet.

If this evolves, then Norfolk Naval Shipyard, Newport News Shipbuilding and Electric would all have to come up to speed on Submarine overhaul business to allow closing Portsmouth Naval Shipyard. This evolution will cost considerable and result in the Navy spending more and yet have three marginal facilities trying to replace one BEST IN THE WORLD facility.

In view of the above, I urge you to remove this BEST IN THE WORLD Naval Shipyard from the closing list.

Very respectfully yours,



Robert I Hockenhull

95 Mill Road  
Hampton, NH 03842  
July 26, 2005

BRAC Commission

JUL 28 2005

Received

BRAC Commissioner General James T. Hill,

Dear Sir,

This letter is to recommend the removal of the Portsmouth Naval Shipyard from the base closure list.

Since I am retired from the shipyard as an Engineering Division Manager, I have good understanding of the nature of your actions now planned.

I am aware that the size of the submarine force for the next several years is approximately the same as it is today. Therefore, closing Portsmouth and assigning all of their work to Norfolk Naval shipyard is not a practical thing to do unless a lot of extra funds, personnel, time and facilities are provided. Even then it appears certain that much of the work would indeed be given to Newport News and / or Electric Boat Co.. After all, it takes both Pearl Harbor and Pudget Sound Naval Shipyards to support the Pacific Fleet.

If this evolves, then Norfolk Naval Shipyard, Newport News Shipbuilding and Electric would all have to come up to speed on Submarine overhaul business to allow closing Portsmouth Naval Shipyard. This evolution will cost considerable and result in the Navy spending more and yet have three marginal facilities trying to replace one BEST IN THE WORLD facility.

In view of the above, I urge you to remove this BEST IN THE WORLD Naval Shipyard from the closing list.

Very respectfully yours,



Robert I Hockenhull

95 Mill Road  
Hampton, NH 03842  
July 26, 2005

BRAC Commission

JUL 28 2005

Received

BRAC Commissioner Samuel K. Skinner,

Dear Sir,

This letter is to recommend the removal of the Portsmouth Naval Shipyard from the base closure list.

Since I am retired from the shipyard as an Engineering Division Manager, I have good understanding of the nature of your actions now planned.

I am aware that the size of the submarine force for the next several years is approximately the same as it is today. Therefore, closing Portsmouth and assigning all of their work to Norfolk Naval shipyard is not a practical thing to do unless a lot of extra funds, personnel, time and facilities are provided. Even then it appears certain that much of the work would indeed be given to Newport News and / or Electric Boat Co.. After all, it takes both Pearl Harbor and Pudget Sound Naval Shipyards to support the Pacific Fleet.

If this evolves, then Norfolk Naval Shipyard, Newport News Shipbuilding and Electric would all have to come up to speed on Submarine overhaul business to allow closing Portsmouth Naval Shipyard. This evolution will cost considerable and result in the Navy spending more and yet have three marginal facilities trying to replace one BEST IN THE WORLD facility.

In view of the above, I urge you to remove this BEST IN THE WORLD Naval Shipyard from the closing list.

Very respectfully yours,



Robert I Hockenhull

95 Mill Road  
Hampton, NH 03842  
July 26, 2005

BRAC Commission

BRAC Commissioner James H. Bilbray,

JUL 28 2005

Dear Sir,

Received

This letter is to recommend the removal of the Portsmouth Naval Shipyard from the base closure list.

Since I am retired from the shipyard as an Engineering Division Manager, I have good understanding of the nature of your actions now planned.

I am aware that the size of the submarine force for the next several years is approximately the same as it is today. Therefore, closing Portsmouth and assigning all of their work to Norfolk Naval shipyard is not a practical thing to do unless a lot of extra funds, personnel, time and facilities are provided. Even then it appears certain that much of the work would indeed be given to Newport News and / or Electric Boat Co.. After all, it takes both Pearl Harbor and Pudget Sound Naval Shipyards to support the Pacific Fleet.

If this evolves, then Norfolk Naval Shipyard, Newport News Shipbuilding and Electric would all have to come up to speed on Submarine overhaul business to allow closing Portsmouth Naval Shipyard. This evolution will cost considerable and result in the Navy spending more and yet have three marginal facilities trying to replace one BEST IN THE WORLD facility.

In view of the above, I urge you to remove this BEST IN THE WORLD Naval Shipyard from the closing list.

Very respectfully yours,



Robert I Hockenhull

95 Mill Road  
Hampton, NH 03842  
July 26, 2005

BRAC Commission

**JUL 28 2005**

BRAC Commissioner General Lloyd W. Newton,

Received

Dear Sir,

This letter is to recommend the removal of the Portsmouth Naval Shipyard from the base closure list.

Since I am retired from the shipyard as an Engineering Division Manager, I have good understanding of the nature of your actions now planned.

I am aware that the size of the submarine force for the next several years is approximately the same as it is today. Therefore, closing Portsmouth and assigning all of their work to Norfolk Naval shipyard is not a practical thing to do unless a lot of extra funds, personnel, time and facilities are provided. Even then it appears certain that much of the work would indeed be given to Newport News and / or Electric Boat Co.. After all, it takes both Pearl Harbor and Pudget Sound Naval Shipyards to support the Pacific Fleet.

If this evolves, then Norfolk Naval Shipyard, Newport News Shipbuilding and Electric would all have to come up to speed on Submarine overhaul business to allow closing Portsmouth Naval Shipyard. This evolution will cost considerable and result in the Navy spending more and yet have three marginal facilities trying to replace one BEST IN THE WORLD facility.

In view of the above, I urge you to remove this BEST IN THE WORLD Naval Shipyard from the closing list.

Very respectfully yours,



Robert I Hocken hull



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2005

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

A handwritten signature in cursive script that reads "Caroline L. Goldberg".

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK



DEPARTMENT OF THE NAVY

PORTSMOUTH NAVAL SHIPYARD

PORTSMOUTH, N.H. 03804-5000 BRAC Commission IN REPLY REFER TO:

JUL 28 2005

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

A handwritten signature in cursive script that reads "Carlene R. Gabergal".

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2000

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

A handwritten signature in cursive script, reading "Caroline L. Johnson".

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK

2 Park Street  
Eliot, ME 03903-1712  
July 25, 2005

BRAC Commission

JUL 28 2005

Received

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

Dear Sir:

On October 2, 1984, John Lehman, Former Secretary of the Navy, said:  
"The freedom we cherish is perishable. It is never more than one generation  
from extinction."

I copied this quote at the time and kept it at the top of our family bulletin board all  
these years. If the specialized, technical expertise of the Portsmouth Naval  
Shipyard workers for top quality work in a more cost effective time frame is lost  
because of the DOD shortsighted planning, then our freedom we cherish might  
also be in danger of being lost.

While attending the BRAC Commission Hearing in Boston on July 6, 2005, I was  
most impressed with your thoroughness. Please consider reversing the mistake  
that the DOD made in putting the Portsmouth Naval Shipyard on the Base  
Closure List. I am a former secretary to the Design Superintendent(s) from the  
late 50's through the late 60's and I know first-hand the pride that goes into the  
work at Portsmouth Naval Shipyard. The personal pride in doing a good job  
serves as our signature on the quality of the work produced.

Thank you for your hard work in sifting through all the facts to find the correct  
decisions for our country's future.

Respectfully yours,

  
Rose Marie Dougherty

BRAC Commission

2 Park Street  
Eliot, ME 03903-1712  
July 25, 2005

JUL 28 2005

Received

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

Dear Sir:

On October 2, 1984, John Lehman, Former Secretary of the Navy, said:  
"The freedom we cherish is perishable. It is never more than one generation  
from extinction."

I copied this quote at the time and kept it at the top of our family bulletin board all these years. If the specialized, technical expertise of the Portsmouth Naval Shipyard workers for top quality work in a more cost effective time frame is lost because of the DOD shortsighted planning, then our freedom we cherish might also be in danger of being lost.

While attending the BRAC Commission Hearing in Boston on July 6, 2005, I was most impressed with your thoroughness. Please consider reversing the mistake that the DOD made in putting the Portsmouth Naval Shipyard on the Base Closure List. I am a former secretary to the Design Superintendent(s) from the late 50's through the late 60's and I know first-hand the pride that goes into the work at Portsmouth Naval Shipyard. The personal pride in doing a good job serves as our signature on the quality of the work produced.

Thank you for your hard work in sifting through all the facts to find the correct decisions for our country's future.

Respectfully yours,

  
Rose Marie Dougherty

BRAC Commission

JUL 28 2005

Received

July 25, 2005

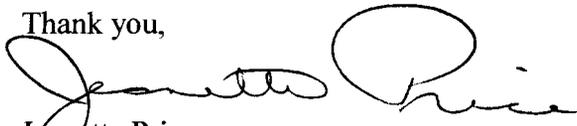
Samuel Knox Skinner  
BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Sir,

I am hopeful you will *do the right thing* and **keep Portsmouth Naval Shipyard open.**

As the Navy fought for Portsmouth Naval Shipyard to remain open in past BRAC's, I am confident you and the other commissioners will do the right thing and allow the shipyard to continue it's excellent service and cost savings.

Thank you,

  
Jeanette Price

BRAC Commission

**JUL 28 2005**

Received

July 25, 2005

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

Dear Sir,

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

Thank you,



Rachel Price

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

I am hopeful you will *do the right thing* and **keep Portsmouth Naval Shipyard open.**

As the Navy fought for Portsmouth Naval Shipyard to remain open in past BRAC's, I am confident you and the other commissioners will do the right thing and allow the shipyard to continue it's excellent service and cost savings.

Thank you,



Jeanette Price

BRAC Commission

July 25, 2005

JUL 28 2005

Mr. Lloyd Newton  
BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Received

Dear Sir,

**SUCCESS = PORTSMOUTH NAVAL SHIPYARD!!**

**VOTE TO KEEP IT OPEN!!**

Thank you,

Ryan Price

**BRAC Commission  
2521 South Clark St. Suite 600  
Arlington, Va. 22202**

BRAC Commission

JUL 28 2005

Received

25 July, 2005

**Dear Chairman;**

**I am writing your commission concerning the possible closure of the Portsmouth Naval Shipyard.**

**From the position of a retiree, I can make no sense of this move. I retired in 1993 after approximately 35 years of combined service. I started at the Shipyard in 1959 as a Shipfitter Apprentice, after 3 ½ years in the USAF, and ended as a Structural Group General Foreman.**

**The Portsmouth Naval Shipyard's Apprentice Program is the only way to produce properly trained and knowledgeable workers for performing the very intricate operations required on submarine hulls and systems; and is also the major source of future supervisors.**

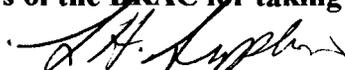
**My point is that if the Shipyard is closed, the Apprentice training system will be lost forever.**

**The Workers at Portsmouth Naval Shipyard have work ethics of the highest degree, being mainly hardy native New Englanders, and that advantage will also be lost forever. (I seriously doubt that many PNSY workers will relocate).**

**In an effort to be brief, as I am sure you have many other letters to review; My final point is that I as well as many other cannot see anyway that the required Atlantic Fleet Submarine Force repairs and refuelings can be accomplished. If the Portsmouth Naval Shipyard is closed, no other facility exists for the complete overhaul and repair of the Attack Class Submarines. To establish another facility later or to force those ships to travel to the West coast would be very expensive and time consuming and would delete any savings realized from the closure of PNSY.**

**In closing I urge you to carefully consider all the facts before your findings are finalized.**

**Thank you and all the Members of the BRAC for taking on your very difficult assignment.**

  
L. H. Syphers

PO Box 61

Greenland, NH 03840-0061

**BRAC Commission**  
**2521 South Clark St. Suite 600**  
**Arlington, Va. 22202**

BRAC Commission

**JUL 28 2005**

Received

**25 July, 2005**

**Dear Chairman;**

**I am writing your commission concerning the possible closure of the Portsmouth Naval Shipyard.**

**From the position of a retiree, I can make no sense of this move. I retired in 1993 after approximately 35 years of combined service. I started at the Shipyard in 1959 as a Shipfitter Apprentice, after 3 ½ years in the USAF, and ended as a Structural Group General Foreman.**

**The Portsmouth Naval Shipyard's Apprentice Program is the only way to produce properly trained and knowledgeable workers for performing the very intricate operations required on submarine hulls and systems; and is also the major source of future supervisors.**

**My point is that if the Shipyard is closed, the Apprentice training system will be lost forever.**

**The Workers at Portsmouth Naval Shipyard have work ethics of the highest degree, being mainly hardy native New Englanders, and that advantage will also be lost forever. (I seriously doubt that many PNSY workers will relocate).**

**In an effort to be brief, as I am sure you have many other letters to review;**

**My final point is that I as well as many other cannot see anyway that the required Atlantic Fleet Submarine Force repairs and refuelings can be accomplished. If the Portsmouth Naval Shipyard is closed, no other facility exists for the complete overhaul and repair of the Attack Class Submarines. To establish another facility later or to force those ships to travel to the West coast would be very expensive and time consuming and would delete any savings realized from the closure of PNSY.**

**In closing I urge you to carefully consider all the facts before your findings are finalized.**

**Thank you and all the Members of the BRAC for taking on your very difficult assignment.**

**L. H. Syphers**

**PO Box 61**

**Greenland, NH 03840-0061**

Deborah Regel  
6 Lemont Lane  
Kittery ME 03904  
BRAC Commission

22 Jul 2005 JUL 28 2005

Honorable Hansen

Received

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

Deborah Regel



for my dear friends  
JOB.

Susan Emerson  
41 Brixham Rd.  
York, Maine 03909  
207-363-7615  
207-351-3175 (fax)

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sirs,

I continue to watch with amazement as the Portsmouth Naval Shipyard fights to be removed from the BRAC list. I have read the papers, attended the Boston hearing and reviewed transcripts from that meeting and am amazed that the DOD would have considered closing the "gold standard" yard considering the data that has been presented and is from the Navy and independent auditors. If the Shipyard at Portsmouth is the best, by closing it, you will lower the standard and raise the cost to overhaul the fleet. It was and is very clear to me that the Portsmouth Naval Shipyard has methods of work performance that enhance its production rate and decrease cost. If you close that yard, you lose those standards. It will not be possible to raise the other yards to that standard. How will you determine what makes the Yard better and then translate it to the other Yards to raise *their* efficiency if you close this facility.

Pearl Harbor recently admitted that they have to "work on the efficiency issue" (Kakesako, Honolulu Star-Bulletin, 7/20/05). And Portsmouth Naval Shipyard has frequently sent crews to Pearl Harbor to assist them with repairs that they did not have the know how to complete. Removing the Portsmouth Shipyard from your assets will **PERMANENTLY** remove the knowledge and experience of this premier facility.

As a parent, I am trying to teach my children how to manage finances and make wise choices about spending and saving. How do I address my children's questions about why the best, most cost efficient Yard that work on submarines may be eliminated because the government *thinks (???)* there is too much capacity (that is another whole issue!) and is going to use the more expensive and less efficient shipyards to manage their assets, costing tax payers more money and removing critical defense from our naval fleet?

Please, do the right thing. Review the performance data and recommend the Portsmouth Naval Shipyard remain open to continue to support the defense of our country in the most cost effective, efficient manner possible.

Respectfully,



2 Park Street  
Eliot, ME 03903-1712  
July 25, 2005

BRAC Commission

General Lloyd W. Newton, USAF (Ret.)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

JUL 28 2005

Received

Dear Sir:

On October 2, 1984, John Lehman, Former Secretary of the Navy, said:  
"The freedom we cherish is perishable. It is never more than one generation  
from extinction."

I copied this quote at the time and kept it at the top of our family bulletin board all these years. If the specialized, technical expertise of the Portsmouth Naval Shipyard workers for top quality work in a more cost effective time frame is lost because of the DOD shortsighted planning, then our freedom we cherish might also be in danger of being lost.

While attending the BRAC Commission Hearing in Boston on July 6, 2005, I was most impressed with your thoroughness. Please consider reversing the mistake that the DOD made in putting the Portsmouth Naval Shipyard on the Base Closure List. I am a former secretary to the Design Superintendent(s) from the late 50's through the late 60's and I know first-hand the pride that goes into the work at Portsmouth Naval Shipyard. The personal pride in doing a good job serves as our signature on the quality of the work produced.

Thank you for your hard work in sifting through all the facts to find the correct decisions for our country's future.

Respectfully yours,

  
Rose Marie Dougherty

2 Park Street  
Eliot, ME 03903-1712  
July 25, 2005

BRAC Commission

JUL 28 2005

Received

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

Dear Sir:

On October 2, 1984, John Lehman, Former Secretary of the Navy, said:  
"The freedom we cherish is perishable. It is never more than one generation  
from extinction."

I copied this quote at the time and kept it at the top of our family bulletin board all these years. If the specialized, technical expertise of the Portsmouth Naval Shipyard workers for top quality work in a more cost effective time frame is lost because of the DOD shortsighted planning, then our freedom we cherish might also be in danger of being lost.

While attending the BRAC Commission Hearing in Boston on July 6, 2005, I was most impressed with your thoroughness. Please consider reversing the mistake that the DOD made in putting the Portsmouth Naval Shipyard on the Base Closure List. I am a former secretary to the Design Superintendent(s) from the late 50's through the late 60's and I know first-hand the pride that goes into the work at Portsmouth Naval Shipyard. The personal pride in doing a good job serves as our signature on the quality of the work produced.

Thank you for your hard work in sifting through all the facts to find the correct decisions for our country's future.

Respectfully yours,

  
Rose Marie Dougherty

95 Mill Road  
Hampton, NH 03842  
July 26, 2005

BRAC Commission

JUL 28 2005

BRAC Commissioner Philip Coyle,

Received

Dear Sir,

This letter is to recommend the removal of the Portsmouth Naval Shipyard from the base closure list.

Since I am retired from the shipyard as an Engineering Division Manager, I have good understanding of the nature of your actions now planned.

I am aware that the size of the submarine force for the next several years is approximately the same as it is today. Therefore, closing Portsmouth and assigning all of their work to Norfolk Naval shipyard is not a practical thing to do unless a lot of extra funds, personnel, time and facilities are provided. Even then it appears certain that much of the work would indeed be given to Newport News and / or Electric Boat Co.. After all, it takes both Pearl Harbor and Pudget Sound Naval Shipyards to support the Pacific Fleet.

If this evolves, then Norfolk Naval Shipyard, Newport News Shipbuilding and Electric would all have to come up to speed on Submarine overhaul business to allow closing Portsmouth Naval Shipyard. This evolution will cost considerable and result in the Navy spending more and yet have three marginal facilities trying to replace one BEST IN THE WORLD facility.

In view of the above, I urge you to remove this BEST IN THE WORLD Naval Shipyard from the closing list.

Very respectfully yours,



Robert I Hockenhull

BRAC Commission

James V. Hansen  
BRAC Commission  
2521 South Clark St., Suite 600  
Arlington, VA 22202

JUL 28 2005

Received

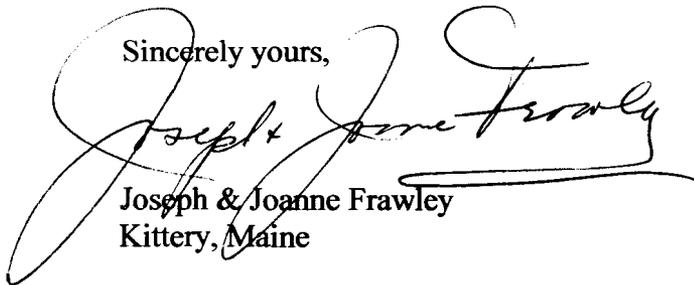
Dear Sir:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,



Joseph & Joanne Frawley  
Kittery, Maine

July 27, 2005

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

BRAC Commission

JUL 28 2005

Received

Attn: Commissioner Samuel Knox Skinner

Dear Commissioner Skinner,

I am writing this letter to ask that you consider keeping the Portsmouth Naval Shipyard open. It is a documented fact that this shipyard is the best nuclear submarine overhauling and refueling operation in the country. They have excellent performance, scheduling, cost quality, and safety records.

Closing the shipyard would devastate the surrounding area as well as the people in this area. The economy in Maine is already in a very precarious condition.

My son has worked at the shipyard for twenty years, always giving his best effort, as do all forty-eight hundred workers, to ensure the shipyard's excellent performance. Does excellent work mean a loss of employment? Is this the message we would chose to send to those workers and the youth of our country?

In closing, I realize that your decision is a difficult one to make, and I hope that the positive aspects of the shipyard as noted above and the integrity and pride of its workers will weigh heavily on the side of keeping the shipyard in full operation.

Sincerely,



Patricia L. Binette

34 Pine Road  
P.O. Box 672  
North Hampton, NH  
03862

July 25, 2005

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

BRAC Commission

JUL 28 2005

Received

Dear Commissioner Turner

I would like to thank-you for taking on the task for being a member of BRAC. It is a task that I am sure has many challenges. I trust that you will be an independent thinker and make up your own mind as to what stays open and what closes.

Portsmouth Naval shipyard is the best at what it does. We overhaul, refuel, and perform short term availabilities on nuclear submarines. We do a large amount of maintenance on submarines. We are a nuclear facility.

We are the place where the innovation takes place. The idea's starts here. The ideas are brought to other facilities so the others can learn from us. Maybe you might call it Yankee ingenuity, strong New England work ethic, pride and ownership of what we do. People at Portsmouth have a pride that is genetic and taught. We have lots of people who are third generation shipyard workers. Others are just happy to be a part of a good team. Work ethic cannot be taught. It is inherent in the person. It is a part of a persons personality. Consider it like being a boxer. A good boxer has to have the ability to hit people. Our work ethic comes from generations of hard work and pride in what we do. We take ownership in what we do.

The NAVY cannot do the work it has now, with the people it has. If you think Portsmouth people will move to other places, think twice. We enjoy a quality of life that is hard to beat. Most people will make do with what they can to get by before giving that up. If after all your data review and meetings and you still can make the honest decision to close Portsmouth, do it. I don't think that you can independently make that decision without the politics pushing you in that direction.

Sincerely,



Arthur A. Nadeau

P.S. We hope that your time in Portsmouth was informative.

34 Pine Road  
P.O. Box 672  
North Hampton, NH  
03862

July 25, 2005  
BRAC Commission

General Lloyd W. Newton, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

JUL 28 2005

Received

Dear Commissioner Newton

I would like to thank-you for taking on the task for being a member of BRAC. It is a task that I am sure has many challenges. I trust that you will be an independent thinker and make up your own mind as to what stays open and what closes.

Portsmouth Naval shipyard is the best at what it does. We overhaul, refuel, and perform short term availabilities on nuclear submarines. We do a large amount of maintenance on submarines. We are a nuclear facility.

We are the place where the innovation takes place. The idea's starts here. The ideas are brought to other facilities so the others can learn from us. Maybe you might call it Yankee ingenuity, strong New England work ethic, pride and ownership of what we do. People at Portsmouth have a pride that is genetic and taught. We have lots of people who are third generation shipyard workers. Others are just happy to be a part of a good team. Work ethic cannot be taught. It is inherent in the person. It is a part of a persons personality. Consider it like being a boxer. A good boxer has to have the ability to hit people. Our work ethic comes from generations of hard work and pride in what we do. We take ownership in what we do.

The NAVY cannot do the work it has now, with the people it has. If you think Portsmouth people will move to other places, think twice. We enjoy a quality of life that is hard to beat. Most people will make do with what they can to get by before giving that up. If after all your data review and meetings and you still can make the honest decision to close Portsmouth, do it. I don't think that you can independently make that decision without the politics pushing you in that direction.

Sincerely,



Arthur A. Nadeau

JUL 28 2010

Received

Dear Commissioner Gehman,

I write this letter to you in hopes that you will realize the importance of Portsmouth Naval Shipyard and cast your vote to remove her from the proposed list of bases to be closed. Our shipyard is of undeniable importance to the Navy, the defense of our country and, obviously, to the surrounding area.

By now, everyone knows of the incredible record of Portsmouth Naval Shipyard. We put the submarines back where they are needed much faster, at a much lower cost, with a better quality of workmanship and in a safer manner than any of the other shipyards. Simply put, we save the government millions of dollars by being the best. We have a nuclear license and a deep-water harbor, both of which will be impossible to replace in the event of a surge in need. Already there are conflicts in scheduling for the years ahead in availability of dry-docks in our shipyards. What will the closure of another shipyard do to that scheduling problem?

I have been employed at Portsmouth Naval Shipyard for nearly 28 years. My wife has been employed at Portsmouth Naval Shipyard for over 18 years, having once lost her job in a reduction-in-force and being rehired four years later. My father and three of my uncles have retired after 30+ years of service at Portsmouth Naval Shipyard and my grandfather retired from there as well. As you can see, I have a lot of pride in my family history at the shipyard and the work that is produced there, as do most of the employees there.

I don't advocate closing Pearl Harbor Shipyard. If it is a strategic base due to it's location, (and I believe this to be valid), then keep it open. I believe they can do enough other things to make that a worthwhile option. I don't believe, however, that they need to be repairing / overhauling submarines when it is a proven fact that we do it better, cheaper, faster and safer than they do, (or than Puget Sound and Norfolk does for that matter).

In closing, I would ask only that you consider these and all the facts related to Portsmouth Naval Shipyard when it is time to cast your vote on whether to close Portsmouth Naval Shipyard in this round of base closings and/or realignments because I believe that you will feel as I do that the Department of Defense erred when they included Portsmouth Naval Shipyard on this list.

Respectfully,



Fred Dostie

BRAC Commission

JUL 28 2005

Received

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

Dear Commissioner Hansen,

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

Thank You,



Arlene Wapenski  
148 Little Bay Rd  
Newington, NH 03801

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

**Success = Portsmouth Naval Shipyard!!  
Keep it open!!**

Thank you,

  
Ryan Price

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

I am hopeful you will *do the right thing* and **keep Portsmouth Naval Shipyard open.**

As the Navy fought for Portsmouth Naval Shipyard to remain open in past BRAC's, I am confident you and the other commissioners will do the right thing and allow the shipyard to continue it's excellent service and cost savings.

Thank you,

  
Jeanette Price

BRAC Commission

JUL 28 2005

Received

Wayne Hennessy  
6 Lemont Lane  
Kittery ME 03904

22 Jul 2005

  
Honorable Hansen

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

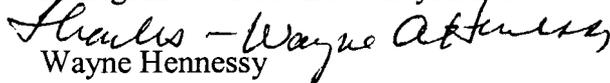
Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

  
Wayne Hennessy

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

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

Thank you,

  
Rachel Price



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2005

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

A handwritten signature in cursive script that reads "Caroline L. Goldberg".

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2005

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepair and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

A handwritten signature in cursive script that reads "Caroline Roberge".

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2000

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

A handwritten signature in cursive script, reading "Corinne H. Roberts".

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK

John M. Allard  
138 Swain Road  
Barrington, NH 03825

July 25, 1005  
BRAC Commission

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

JUL 28 2005

Received

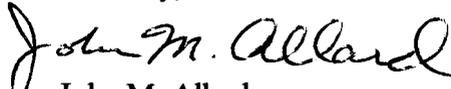
Dear Commissioners,

I am writing to urge you to keep the Portsmouth Naval Shipyard in Portsmouth, NH, open. The Shipyard continues to refuel and overhaul Nuclear submarines with the highest quality work, best safety record, lowest cost, superior performance and completed on schedule. This is a long standing tradition here at Portsmouth. When asked, any World War II submariner will tell you they would rather be on a Portsmouth built boat than any other.

I have witnessed the above as I worked at the Shipyard for almost 37 years, retiring in 1996. Skills and knowledge are passed down from one generation to the next. Once closed, it will be virtually impossible to re-open the Shipyard.

Please reconsider and do not close the Portsmouth Naval Shipyard for the good of the Navy, the taxpayers and the country.

Sincerely,

  
John M. Allard



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2003

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. **Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.**

Thank You For Your Time,

A handwritten signature in black ink, reading "Christine H. Goldberg".

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 29 2010

Received

Dear Commissioner Hill,

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2005

Received

Dear Commissioner Skinner,

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

A handwritten signature in black ink, appearing to read "Ree BZ".



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2005

Received

Dear Commissioner Principi,

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

Brig. Gen. Sue E. Turner  
Defense Base Closure and  
Realignment Commission  
2521 South Clark St. Suite 600  
Arlington, VA 22202

July 26, 2005

BRAC Commission

JUL 28 2005

Dear Brig. Gen. Turner,

Received

Because my family has owned property in southern Maine for 56 years (and we're originally from a different southern Maine community), I feel compelled; and privileged for the opportunity to voice my opinion, in supporting keeping the Portsmouth Naval Shipyard open and operating.

My father was a Navy World War II veteran and my husband is a Vietnam era Army veteran, so my life has been greatly affected by the military and the importance of the military; for not only our country, but the world at large.

All that aside, I am not an expert by any means on all military issues. But, the fact that the Portsmouth Shipyard has not only done their job, but done is excellently – with awards to prove it, speaks for itself that they are an important asset to this country and the world.

Another important factor in considering keeping the Portsmouth Shipyard operational is for the safety and security of the east coast of our United States. It would be irresponsible to leave this side of our country unprotected. I can't believe our President could even think of such a thing!? I'm convinced he had a momentary thought of poor judgment and will realize his error before it is too late.

The State of Maine in particular, plus New Hampshire have serious financial problems also. The closing of the Naval Shipyard could have massive economic and domestic consequences for; not only the families involved, but for the surrounding communities and ultimately these two states. I've been told the Naval Shipyard also has commuters from states further away.

Please use my letter in support of keeping the Portsmouth Shipyard open.

Gratefully and respectfully,



Audrey A. Miller and John R. Miller and Dohn A. Cluff (WWII)  
Cape Neddick, Maine

Franklin and Belchertown, MA - 560 Warren Wright Rd. 01007

Deborah Regel  
6 Lemont Lane  
Kittery ME 03904  
BRAC Commission

25 Jul 2005

JUL 28 2005

Honorable Principi

Received

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

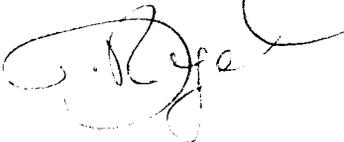
Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

Deborah Regel



BRAC Commission

Phillip Coyle  
BRAC Commission  
2521 South Clark St., Suite 600  
Arlington, VA 22202

JUL 28 2005

Received

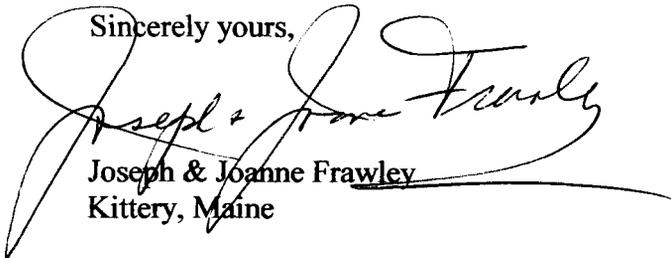
Dear Sir:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,



Joseph & Joanne Frawley  
Kittery, Maine

BRAC Commission

JUL 28 2005

Received

Sue Ellen Turner  
BRAC Commission  
2521 South Clark St., Suite 600  
Arlington, VA 22202

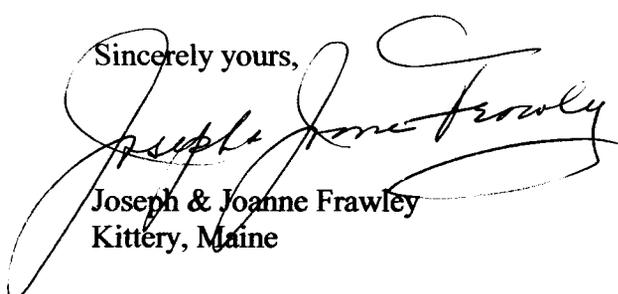
Dear Sir:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,



Joseph & Joanne Frawley  
Kittery, Maine

BRAC Commission

JUL 28 2005

Received

Harold W. Gehman, Jr.  
BRAC Commission  
2521 South Clark St., Suite 600  
Arlington, VA 22202

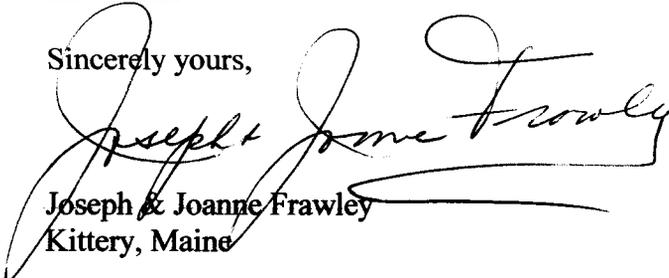
Dear Sir:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,



Joseph & Joanne Frawley  
Kittery, Maine

BRAC Commission

JUL 28 2005

Received

July 25, 2005

Mr. Anthony Principi  
BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Sir,

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

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

Thank you,

A handwritten signature in black ink, appearing to read "David Price", written in a cursive style.

David Price

BRAC Commission

JUL 28 2005

Received

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

Dear Commissioner Hill,

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

Thank You,



Arlene Wapenski  
148 Little Bay Rd  
Newington, NH 03801

July 24, 2005

2005

Dear Commissioners,

Received

I have worked for the Portsmouth Naval Shipyard for the past 23 years as an apprentice, electrician, workleader and currently as an engineering technician. While learning the electrical trade, the importance of the New England work ethic and quality was instilled in me. Over the years I gained an understanding of electrical systems on submarines and how they relate to other systems and have developed the ability to visualize how those systems work together. I have used that ability to troubleshoot submarine systems when they fail. I work closely with submarine crews as we both work expeditiously to ready the submarine for sea. I have also built a network of coworkers who I rely on for their expertise on submarine system and procedures required to overhaul submarines.

I know if Portsmouth Naval Shipyard closes the Navy will experience a brain drain as they will lose many submarine experts. And they will lose the one shipyard that has done everything that has been asked of it, the proven leader in submarine overhaul and repair. They will lose the best shipyard in terms of quality, cost, and schedule. There is clearly something wrong with wanting to close the best performing shipyard. In America, the best should be rewarded for their efforts, not closed because of them.

I was a little disturbed when I heard that the argument by Commissioner Hill in the July 19 hearings for not closing Pearl was: If we close Pearl as a shipyard and leave them as a maintenance facility, it will drive up their overhead cost. As a worker at Portsmouth Naval Shipyard it felt like a slap in the face. The fact that we can perform the work in half the time and a much greater cost savings didn't enter the equation. The fact that about half the crews in Pearl want to return to the mainland wasn't discussed. The fact that the majority of the overhaul work performed for the Pacific Fleet isn't currently performed in Pearl right now anyway. When a submarine is under major overhaul, who cares where it is performed, the overriding factor should be who can get it back to sea first.

But having said that, I don't think Pearl Harbor Shipyard should close either, because with either one of us closed there is not enough capacity to perform all the overhaul work required to be performed. If there is, why would the Department of the Defense want to move Portsmouth's work force to the other shipyards? There also appears to be conflicts with dry-dock schedules and closing Portsmouth would only increase those conflicts, and would serve to cripple much of the submarine fleet.

On a personal note, if the Portsmouth Naval Shipyard closes, I will very much miss the work I perform. But I am firmly rooted to this area and would not relocate to another shipyard. I know most of my co-workers I've talked to feel the same way. I hope you will consider removing the Portsmouth Naval Shipyard from the closure list.



Robert S. Gordon

Portsmouth Naval Shipyard Employee

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

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

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

Thank you,



David Price

Timothy Mahoney  
4 Olivia Lane  
Kensington, NH 03855  
BRAC Commission

JUL 28 2000

Received

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

Dear Commissioner Hansen;

I am writing on behalf of the best shipyard Public or Private in the country, the Portsmouth Naval Shipyard.

Portsmouth is an irreplaceable asset that, once closed, will never be able to be recreated. This is not just the infrastructure (\$1.2 billion for the 3 dry docks alone) but includes the unique relationship that has developed between Union and Management. Moving a small percentage of the people as suggested will not recreate Portsmouth.

Portsmouth's record of saving the taxpayer money and returning submarines to the fleet to support our war fighter is unparalleled. Hundreds of millions of dollars will be wasted if Portsmouth were to close and its work transferred to other shipyards. Worst of all is a submarine fleet that will be tied up pier side waiting for maintenance unable to support the defense of our nation.

I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Timothy Mahoney

Timothy Mahoney  
4 Olivia Lane  
Kensington, NH 03833

BRAC Commission

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

JUL 28 2000

Received

Dear Chairman Principi;

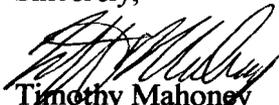
I am writing on behalf of the best shipyard Public or Private in the country, the Portsmouth Naval Shipyard.

Portsmouth is an irreplaceable asset that, once closed, will never be able to be recreated. This is not just the infrastructure (\$1.2 billion for the 3 dry docks alone) but includes the unique relationship that has developed between Union and Management. Moving a small percentage of the people as suggested will not recreate Portsmouth.

Portsmouth's record of saving the taxpayer money and returning submarines to the fleet to support our war fighter is unparalleled. Hundreds of millions of dollars will be wasted if Portsmouth were to close and its work transferred to other shipyards. Worst of all is a submarine fleet that will be tied up pier side waiting for maintenance unable to support the defense of our nation.

I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Timothy Mahoney

Timothy Mahoney  
4 Olivia Lane  
Kensington, NH 03833

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

BRAC Commission

APR 28 2005

Received

Dear Commissioner Hill;

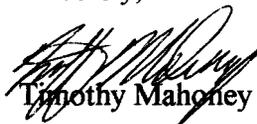
I am writing on behalf of the best shipyard Public or Private in the country, the Portsmouth Naval Shipyard.

Portsmouth is an irreplaceable asset that, once closed, will never be able to be recreated. This is not just the infrastructure (\$1.2 billion for the 3 dry docks alone) but includes the unique relationship that has developed between Union and Management. Moving a small percentage of the people as suggested will not recreate Portsmouth.

Portsmouth's record of saving the taxpayer money and returning submarines to the fleet to support our war fighter is unparalleled. Hundreds of millions of dollars will be wasted if Portsmouth were to close and its work transferred to other shipyards. Worst of all is a submarine fleet that will be tied up pier side waiting for maintenance unable to support the defense of our nation.

I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Timothy Mahoney

Timothy Mahoney  
4 Olivia Lane  
Kensington, NH 03833

BRAC Commission

JUL 28 2005

Received

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

Dear Commissioner Skinner;

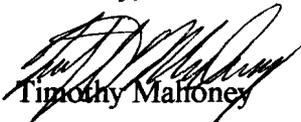
I am writing on behalf of the best shipyard Public or Private in the country, the Portsmouth Naval Shipyard.

Portsmouth is an irreplaceable asset that, once closed, will never be able to be recreated. This is not just the infrastructure (\$1.2 billion for the 3 dry docks alone) but includes the unique relationship that has developed between Union and Management. Moving a small percentage of the people as suggested will not recreate Portsmouth.

Portsmouth's record of saving the taxpayer money and returning submarines to the fleet to support our war fighter is unparalleled. Hundreds of millions of dollars will be wasted if Portsmouth were to close and its work transferred to other shipyards. Worst of all is a submarine fleet that will be tied up pier side waiting for maintenance unable to support the defense of our nation.

I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Timothy Mahoney

Timothy Mahoney  
4 Olivia Lane  
Kensington, NH 03833

BRAC Commission

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

JUL 28 2003

Received

Dear Commissioner Turner;

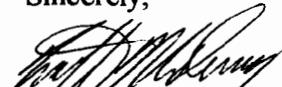
I am writing on behalf of the best shipyard Public or Private in the country, the Portsmouth Naval Shipyard.

Portsmouth is an irreplaceable asset that, once closed, will never be able to be recreated. This is not just the infrastructure (\$1.2 billion for the 3 dry docks alone) but includes the unique relationship that has developed between Union and Management. Moving a small percentage of the people as suggested will not recreate Portsmouth.

Portsmouth's record of saving the taxpayer money and returning submarines to the fleet to support our war fighter is unparalleled. Hundreds of millions of dollars will be wasted if Portsmouth were to close and its work transferred to other shipyards. Worst of all is a submarine fleet that will be tied up pier side waiting for maintenance unable to support the defense of our nation.

I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Timothy Mahoney

Timothy Mahoney  
4 Olivia Lane  
Kensington, NH 03833

BRAC Commission

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

JUL 28 2005

Received

Dear Commissioner Coyle;

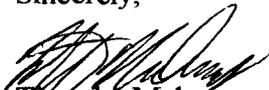
I am writing on behalf of the best shipyard Public or Private in the country, the Portsmouth Naval Shipyard.

Portsmouth is an irreplaceable asset that, once closed, will never be able to be recreated. This is not just the infrastructure (\$1.2 billion for the 3 dry docks alone) but includes the unique relationship that has developed between Union and Management. Moving a small percentage of the people as suggested will not recreate Portsmouth.

Portsmouth's record of saving the taxpayer money and returning submarines to the fleet to support our war fighter is unparalleled. Hundreds of millions of dollars will be wasted if Portsmouth were to close and its work transferred to other shipyards. Worst of all is a submarine fleet that will be tied up pier side waiting for maintenance unable to support the defense of our nation.

I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Timothy Mahoney

Timothy Mahoney  
4 Olivia Lane  
Kensington, NH 03833

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

BRAC Commission

JUL 28 2005

Received

Dear Commissioner Gehman;

I am writing on behalf of the best shipyard Public or Private in the country, the Portsmouth Naval Shipyard.

Portsmouth is an irreplaceable asset that, once closed, will never be able to be recreated. This is not just the infrastructure (\$1.2 billion for the 3 dry docks alone) but includes the unique relationship that has developed between Union and Management. Moving a small percentage of the people as suggested will not recreate Portsmouth.

Portsmouth's record of saving the taxpayer money and returning submarines to the fleet to support our war fighter is unparalleled. Hundreds of millions of dollars will be wasted if Portsmouth were to close and its work transferred to other shipyards. Worst of all is a submarine fleet that will be tied up pier side waiting for maintenance unable to support the defense of our nation.

I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Timothy Mahoney

2 Park Street  
Eliot, ME 03903-1712  
July 25, 2005

BRAC Commission

JUL 28 2005

Received

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

Dear Sir:

On October 2, 1984, John Lehman, Former Secretary of the Navy, said:  
"The freedom we cherish is perishable. It is never more than one generation  
from extinction."

I copied this quote at the time and kept it at the top of our family bulletin board all  
these years. If the specialized, technical expertise of the Portsmouth Naval  
Shipyard workers for top quality work in a more cost effective time frame is lost  
because of the DOD shortsighted planning, then our freedom we cherish might  
also be in danger of being lost.

While attending the BRAC Commission Hearing in Boston on July 6, 2005, I was  
most impressed with your thoroughness. Please consider reversing the mistake  
that the DOD made in putting the Portsmouth Naval Shipyard on the Base  
Closure List. I am a former secretary to the Design Superintendent(s) from the  
late 50's through the late 60's and I know first-hand the pride that goes into the  
work at Portsmouth Naval Shipyard. The personal pride in doing a good job  
serves as our signature on the quality of the work produced.

Thank you for your hard work in sifting through all the facts to find the correct  
decisions for our country's future.

Respectfully yours,



Rose Marie Dougherty

26 Beaver Dam Road  
South Berwick, Maine 03908  
July 25, 2005

General Lloyd W. Newton, USAF(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, Virginia 22202

BRAC Commission

JUL 28 2005

Received

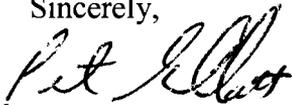
Dear Commissioner Newton:

As an American taxpayer, I expect that our government is spending hard earned tax dollars in the most efficient manner possible. The Portsmouth Naval Shipyard is the best performing public or private maintenance facility for the overhaul and repair of nuclear submarines. Data presented in evidence has proven that the Portsmouth Naval Shipyard repairs nuclear submarines faster, cheaper and safer without compromise to the requisite quality.

The Portsmouth Naval Shipyard has been recognized by the Chief of Naval Operations with the Meritorious Unit Commendation for its phenomenal record of cost, schedule, quality and safety performance. Would the GAP, McDonalds or WalMart close their most successful franchise? The Portsmouth Naval Shipyard is the leader in SSN 688 Class nuclear submarine maintenance, and when called upon, repairs everything in between, including Old Ironsides, the USS Constitution. The Shipyard infrastructure, including the skilled, experienced work force and nuclear license and capabilities, cannot be replicated once this great facility is closed.

Please consider the data provided that proves the value and cost savings in keeping the Portsmouth Naval Shipyard open. The Portsmouth Naval Shipyard works for America by saving money and returning our nuclear submarines back to the fleet ahead of schedule to operational status. I am comfortable knowing I am doing my part in protecting this great nation, along with the trust of our citizens by not exploiting the federal budget. The Portsmouth Naval Shipyard is a vital asset to the submarine community and the defense of our great nation.

Sincerely,



Peter Greenblatt

Timothy Mahoney  
4 Olivia Lane  
Kensington, NH 03833

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

BRAC Commission

JUL 19 2005

Received

Dear Commissioner Bilbray;

I am writing on behalf of the best shipyard Public or Private in the country, the Portsmouth Naval Shipyard.

Portsmouth is an irreplaceable asset that, once closed, will never be able to be recreated. This is not just the infrastructure (\$1.2 billion for the 3 dry docks alone) but includes the unique relationship that has developed between Union and Management. Moving a small percentage of the people as suggested will not recreate Portsmouth.

Portsmouth's record of saving the taxpayer money and returning submarines to the fleet to support our war fighter is unparalleled. Hundreds of millions of dollars will be wasted if Portsmouth were to close and its work transferred to other shipyards. Worst of all is a submarine fleet that will be tied up pier side waiting for maintenance unable to support the defense of our nation.

I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Timothy Mahoney

Timothy Mahoney  
4 Olivia Lane  
Kensington, NH 03833

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

BRAC Commission

JUL 28 2005

Received

Dear Commissioner Newton;

I am writing on behalf of the best shipyard Public or Private in the country, the Portsmouth Naval Shipyard.

Portsmouth is an irreplaceable asset that, once closed, will never be able to be recreated. This is not just the infrastructure (\$1.2 billion for the 3 dry docks alone) but includes the unique relationship that has developed between Union and Management. Moving a small percentage of the people as suggested will not recreate Portsmouth.

Portsmouth's record of saving the taxpayer money and returning submarines to the fleet to support our war fighter is unparalleled. Hundreds of millions of dollars will be wasted if Portsmouth were to close and its work transferred to other shipyards. Worst of all is a submarine fleet that will be tied up pier side waiting for maintenance unable to support the defense of our nation.

I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Timothy Mahoney

95 Mill Road  
Hampton, NH 03842  
July 26, 2005

BRAC Commission

BRAC Commissioner Adm. Harold W. Gehman Jr.,

JUL 28 2005

Dear Sir,

Received

This letter is to recommend the removal of the Portsmouth Naval Shipyard from the base closure list.

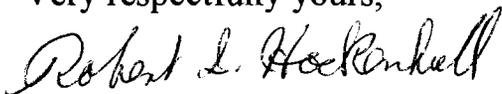
Since I am retired from the shipyard as an Engineering Division Manager, I have good understanding of the nature of your actions now planned.

I am aware that the size of the submarine force for the next several years is approximately the same as it is today. Therefore, closing Portsmouth and assigning all of their work to Norfolk Naval shipyard is not a practical thing to do unless a lot of extra funds, personnel, time and facilities are provided. Even then it appears certain that much of the work would indeed be given to Newport News and / or Electric Boat Co.. After all, it takes both Pearl Harbor and Pudget Sound Naval Shipyards to support the Pacific Fleet.

If this evolves, then Norfolk Naval Shipyard, Newport News Shipbuilding and Electric would all have to come up to speed on Submarine overhaul business to allow closing Portsmouth Naval Shipyard. This evolution will cost considerable and result in the Navy spending more and yet have three marginal facilities trying to replace one BEST IN THE WORLD facility.

In view of the above, I urge you to remove this BEST IN THE WORLD Naval Shipyard from the closing list.

Very respectfully yours,



Robert I Hockenhull

Wayne Hennessy  
6 Lemont Lane  
Kittery ME 03904  
PRAC Commission

25 Jul 2005

JUL 28 2005

Received

*Sir,*  
Honorable Bilbray

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

*Wayne Hennessy*  
Wayne Hennessy

Deborah Regel  
6 Lemont Lane  
Kittery ME 03904  
BIAAC Commission

25 Jul 2005 ~~25~~ JUL 28 2005

Received

General Newton

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

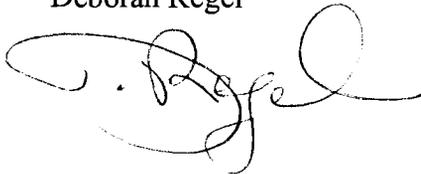
Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

Deborah Regel



Please save the  
shipyard



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

11-19-2010

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, **under cost and in a safe manner.** Thus saving the taxpayers money.

Thank You For Your Time,

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2005

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

A handwritten signature in cursive script, reading "Christine L. Golez".

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK

34 Pine Road  
P.O. Box 672  
North Hampton, NH  
03862

July 25, 2005  
BRAC Commission

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

JUL 28 2005

Received

Dear Chairman

I would like to thank-you for taking on the task for being a member of BRAC. It is a task that I am sure has many challenges. I trust that you will be an independent thinker and make up your own mind as to what stays open and what closes.

Portsmouth Naval shipyard is the best at what it does. We overhaul, refuel, and perform short term availabilities on nuclear submarines. We do a large amount of maintenance on submarines. We are a nuclear facility.

We are the place where the innovation takes place. The idea's starts here. The ideas are brought to other facilities so the others can learn from us. Maybe you might call it Yankee ingenuity, strong New England work ethic, pride and ownership of what we do. People at Portsmouth have a pride that is genetic and taught. We have lots of people who are third generation shipyard workers. Others are just happy to be a part of a good team. Work ethic cannot be taught. It is inherent in the person. It is a part of a persons personality. Consider it like being a boxer. A good boxer has to have the ability to hit people. Our work ethic comes from generations of hard work and pride in what we do. We take ownership in what we do.

The NAVY cannot do the work it has now, with the people it has. If you think Portsmouth people will move to other places, think twice. We enjoy a quality of life that is hard to beat. Most people will make do with what they can to get by before giving that up. If after all your data review and meetings and you still can make the honest decision to close Portsmouth, do it. I don't think that you can independently make that decision without the politics pushing you in that direction.

Sincerely,



Arthur A. Nadeau

We are the best at what we do,  
Portsmouth is the "GOLD STANDARD"

**July 26, 2005**

BRAC Commission

July 26, 2005

Received

**Anthony J. Principi, Commission Chairman  
BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, Virginia 22202**

**RE: Portsmouth Naval Shipyard- Base Closure List**

**Dear Mr. Principi:**

**I am writing to your office so you will not support the closure of the Portsmouth Naval Shipyard Operation.**

**This shipyard has been a wonderful productive operation bringing security and economic value to the area for years and we hope for years to come. This yard has been given several awards over the years and continue to receive awards even after being placed on the closure list, for being the Best yard in the country for nuclear submarine overhauling and refueling.**

**I would ask that you allow this yard to remain open and continue on with their operation for years to come.**

**Thank you.**

**Very truly yours,**



**Brenda Leigh  
546 No. State Street  
Concord, NH 03301**

July 25, 2005

Mr. And Mrs. Robert L Cooke  
80 Stevens Hill Road  
Nottingham, NH 03290-4801

BRAC Commission

JUL 28 2005

Received

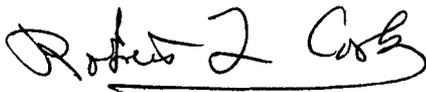
Dear Commissioner Admiral Harold W. Gehman,

My husband and I are writing to you about our concerns regarding your decision to either retain or close the Portsmouth Naval Shipyard in Kittery, Maine. Being elderly, we were both here to observe the last base closing in this area (Pease Air Force Base in Portsmouth, NH) many years ago. The community has barely recovered, economically, environmentally, and emotionally after all these years; and now, again, we face being thrown into another downward spiral. Our sincere hope is that you will vote to keep the Portsmouth Naval Shipyard open and a vibrant part of our community.

From what research we have done, it appears to us that the Portsmouth Naval Shipyard accomplishes its goals by doing top quality work, ahead of schedule and under cost. Certainly, this helps curb wasting tax dollars. This work ethic was recently recognized by an award bestowed, by the Navy, to the shipyard employees. We believe it has been 30 or 40 years since the last award of this type was presented anywhere.

Again, we ask that you vote to Save Portsmouth Naval Shipyard, a vital part of our community.

Thank you for taking the time to read this letter,



Mr. And Mrs. Robert L. Cooke

26 Beaver Dam Road  
South Berwick, Maine 03908  
July 25, 2005

BRAC Commission

JUL 28 2005

Received

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

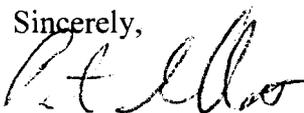
Dear Commissioner Skinner:

During the BRAC regional hearing in Boston, MA, expert testimony for the value of the Portsmouth Naval Shipyard was censored by the Department of the Navy. The Chief of Naval Operations has awarded the Portsmouth Naval Shipyard with the Meritorious Unit Commendation for outstanding performance in cost, schedule, quality and safety.

The Portsmouth Naval Shipyard has provided data to the BRAC Commission that shows that keeping the Portsmouth Naval Shipyard open actually saves money, returns our nuclear submarines back to the fleet in ready status sooner than projected and reveals no excess capacity in the long term strategic maintenance plans. This data, presented in evidence, again contradicts the Department of Defense's reasoning for closing the Portsmouth Naval Shipyard. The Portsmouth Naval Shipyard has high military value, is the most efficient public or private shipyard and does not result in excess capacity.

Please consider removing the Portsmouth Naval Shipyard from the BRAC list as this most valuable and irreplaceable asset to the Navy, submarine community and the American public is vital to our national defense, and puts additional money back in to the defense budget.

Sincerely,



Peter Greenblatt

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

**Success = Portsmouth Naval Shipyard!!  
Keep it open!!**

Thank you,

A handwritten signature in cursive script that reads "Ryan Price".

Ryan Price

Wayne Hennessy  
6 Lemont Lane  
Kittery ME 03904  
BRAC Commission  
25 Jul 2005

JUL 28 2005

Received

*General*  
General Hill

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

*Thanks Wayne Hennessy*  
Wayne Hennessy

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

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

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

Thank you,

A handwritten signature in cursive script, appearing to read 'David Price', written in black ink.

David Price

James T. Hill  
BRAC Commission  
2521 South Clark St., Suite 600  
Arlington, VA 22202

BRAC Commission

JL 2005

Received

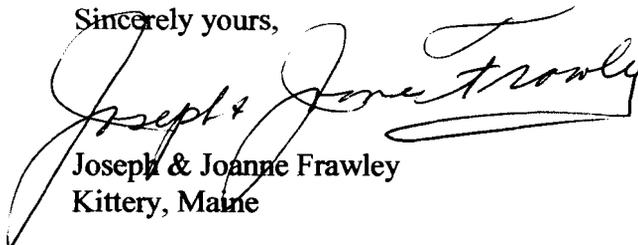
Dear Sir:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,



Joseph & Joanne Frawley  
Kittery, Maine

BRAC Commission

JUL 28 2005

Received

July 25, 2005

Mr. Lloyd Newton  
BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Sir,

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

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

Thank you,



David Price

BRAC Commission

JUL 28 2000

Received

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

Dear Commissioner Skinner,

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

Thank You,



Arlene Wapenski  
148 Little Bay Rd  
Newington, NH 03801

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

BRAC Commission

JUL 28 2005

Received

Dear Commissioner Turner,

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

Thank You,



Arlene Wapenski  
148 Little Bay Rd  
Newington, NH 03801

BRAC Commission

JUL 28 2005

Received

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

Dear Commissioner Newton,

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

Thank You,



Arlene Wapenski  
148 Little Bay Rd  
Newington, NH 03801

July 27, 2005

BRAC Commission

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

JUL 28 2005

Received

Attn: Commissioner Philip Coyle

Dear Commissioner Coyle,

I am writing this letter to ask that you consider keeping the Portsmouth Naval Shipyard open. It is a documented fact that this shipyard is the best nuclear submarine overhauling and refueling operation in the country. They have excellent performance, scheduling, cost quality, and safety records.

Closing the shipyard would devastate the surrounding area as well as the people in this area. The economy in Maine is already in a very precarious condition.

My son has worked at the shipyard for twenty years, always giving his best effort, as do all forty-eight hundred workers, to ensure the shipyard's excellent performance. Does excellent work mean a loss of employment? Is this the message we would chose to send to those workers and the youth of our country?

In closing, I realize that your decision is a difficult one to make, and I hope that the positive aspects of the shipyard as noted above and the integrity and pride of its workers will weigh heavily on the side of keeping the shipyard in full operation.

Sincerely,



Patricia L. Binette

July 27, 2005  
BRAC Commission

JUL 28 2005

Received

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

Attn: Commissioner James V. Hansen

Dear Commissioner Hansen,

I am writing this letter to ask that you consider keeping the Portsmouth Naval Shipyard open. It is a documented fact that this shipyard is the best nuclear submarine overhauling and refueling operation in the country. They have excellent performance, scheduling, cost quality, and safety records.

Closing the shipyard would devastate the surrounding area as well as the people in this area. The economy in Maine is already in a very precarious condition.

My son has worked at the shipyard for twenty years, always giving his best effort, as do all forty-eight hundred workers, to ensure the shipyard's excellent performance. Does excellent work mean a loss of employment? Is this the message we would chose to send to those workers and the youth of our country?

In closing, I realize that your decision is a difficult one to make, and I hope that the positive aspects of the shipyard as noted above and the integrity and pride of its workers will weigh heavily on the side of keeping the shipyard in full operation.

Sincerely,



Patricia L. Binette

July 27, 2005

BRAC Commission

JUL 28 2005

Received

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

Attn: Chairman Anthony J. Principi

Dear Chairman Principi,

I am writing this letter to ask that you consider keeping the Portsmouth Naval Shipyard open. It is a documented fact that this shipyard is the best nuclear submarine overhauling and refueling operation in the country. They have excellent performance, scheduling, cost quality, and safety records.

Closing the shipyard would devastate the surrounding area as well as the people in this area. The economy in Maine is already in a very precarious condition.

My son has worked at the shipyard for twenty years, always giving his best effort, as do all forty-eight hundred workers, to ensure the shipyard's excellent performance. Does excellent work mean a loss of employment? Is this the message we would chose to send to those workers and the youth of our country?

In closing, I realize that your decision is a difficult one to make, and I hope that the positive aspects of the shipyard as noted above and the integrity and pride of its workers will weigh heavily on the side of keeping the shipyard in full operation.

Sincerely,



Patricia L. Binette

July 27, 2005

BRAC Commission

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

JUL 28 2005

Received

Attn: Commissioner James H. Bilbray

Dear Commissioner Bilbray,

I am writing this letter to ask that you consider keeping the Portsmouth Naval Shipyard open. It is a documented fact that this shipyard is the best nuclear submarine overhauling and refueling operation in the country. They have excellent performance, scheduling, cost quality, and safety records.

Closing the shipyard would devastate the surrounding area as well as the people in this area. The economy in Maine is already in a very precarious condition.

My son has worked at the shipyard for twenty years, always giving his best effort, as do all forty-eight hundred workers, to ensure the shipyard's excellent performance. Does excellent work mean a loss of employment? Is this the message we would chose to send to those workers and the youth of our country?

In closing, I realize that your decision is a difficult one to make, and I hope that the positive aspects of the shipyard as noted above and the integrity and pride of its workers will weigh heavily on the side of keeping the shipyard in full operation.

Sincerely,



Patricia L. Binette

July 27, 2005

BRAC Commission

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

JUL 28 2005

Received

Attn: Commissioner Harold W. Gehman Jr.

Dear Commissioner Gehman,

I am writing this letter to ask that you consider keeping the Portsmouth Naval Shipyard open. It is a documented fact that this shipyard is the best nuclear submarine overhauling and refueling operation in the country. They have excellent performance, scheduling, cost quality, and safety records.

Closing the shipyard would devastate the surrounding area as well as the people in this area. The economy in Maine is already in a very precarious condition.

My son has worked at the shipyard for twenty years, always giving his best effort, as do all forty-eight hundred workers, to ensure the shipyard's excellent performance. Does excellent work mean a loss of employment? Is this the message we would chose to send to those workers and the youth of our country?

In closing, I realize that your decision is a difficult one to make, and I hope that the positive aspects of the shipyard as noted above and the integrity and pride of its workers will weigh heavily on the side of keeping the shipyard in full operation.

Sincerely,

  
Patricia L. Binette

July 27, 2005  
BRAC Commission

JUL 28 2005

Received

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

Attn: Commissioner Sue Ellen Turner

Dear Commissioner Turner,

I am writing this letter to ask that you consider keeping the Portsmouth Naval Shipyard open. It is a documented fact that this shipyard is the best nuclear submarine overhauling and refueling operation in the country. They have excellent performance, scheduling, cost quality, and safety records.

Closing the shipyard would devastate the surrounding area as well as the people in this area. The economy in Maine is already in a very precarious condition.

My son has worked at the shipyard for twenty years, always giving his best effort, as do all forty-eight hundred workers, to ensure the shipyard's excellent performance. Does excellent work mean a loss of employment? Is this the message we would chose to send to those workers and the youth of our country?

In closing, I realize that your decision is a difficult one to make, and I hope that the positive aspects of the shipyard as noted above and the integrity and pride of its workers will weigh heavily on the side of keeping the shipyard in full operation.

Sincerely,



Patricia L. Binette

July 26, 2005

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

BRAC Commission

JUL 28 2005

RE: Portsmouth Naval Shipyard

Received

Dear Commissioners:

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

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

- Portsmouth Naval Shipyard has set all standards for efficient and cost effective sub overhaul and repair, even beating its own time and cost levels. **STANDARDS will be lowered if you close Portsmouth Naval Shipyard.**
- Portsmouth Naval Shipyard has and will continue to save DOD, Navy *and me*, the tax payer, millions of dollars. **COSTS will INCREASE if you close Portsmouth Naval Shipyard.**
- Portsmouth Naval Shipyard has a highly skilled, specially trained workforce, most of whom will NOT transfer to "other yards", even if there were openings which I don't understand that there would be. Teams from the Portsmouth Naval Shipyard travel to all the other yards and around the world to share their skills, repairing boats and training other personnel. **You will lose this workforce FOREVER if you close Portsmouth Naval Shipyard.**
- There is no excess capacity. There will be a back up of work at other yards and subs will be out of commission and unavailable for defense, costs will skyrocket and strategic defense of our nation will be compromised. **You will lose needed capacity if you close Portsmouth Naval Shipyard.**

The world is not stable. A specific, congressionally approved long term plan for the size of the sub fleet is not in place and approved. Closing Portsmouth Naval Shipyard is NOT the right decision.

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

Yours truly,



Melanie Hamilton

RFD 1

Lyman, NH 03585



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

Dear Commissioner Newton,

JUL 28 2005

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

A handwritten signature in black ink, appearing to read "Paul R. Johnson".

CONTINUOUS IMPROVEMENT THROUGH TEAMWORK

July 26, 2005

BRAC Commission

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

JUL 29 2005

Received

RE: Portsmouth Naval Shipyard- Base Closure List

Dear Mr. Principi:

I am writing to your office so you will **not** support the closure of the Portsmouth Naval Shipyard Operation.

This shipyard is productive, produces quality work, under budget and on schedule. This shipyard has been given several awards for being the "Best" yard in the country for nuclear submarine overhauling and refueling. This yard also assists other yards in their work and are often called upon for assistance.

I would ask that you allow this yard to remain open and continue with the fabulous work and security for our coast line as this would be a travesty for this area.

Thank you for your time in reviewing this matter.

Very truly yours,

  
Elaine Murphy-Maltais  
131 Old turnpike Road  
Epsom, NH 03234

July 26, 2005

BRAC Commission

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

JUL 28 2005

Received

RE: Portsmouth Naval Shipyard- Base Closure List

Dear Mr. Principi:

I am writing to your office so you will **not** support the closure of the Portsmouth Naval Shipyard Operation.

This shipyard has been a spectacular, productive naval operation offering security and economic value to the seacoast area for years. This yard has been given several prestigious awards over the years even after being placed on the closure list. The yards work in nuclear submarine overhauling and refueling is noted as being the "best" in the country.

I would ask that you allow this yard to remain open and continue on with their operation for years to come.

Thank you.

Very truly yours,

  
Cynthia J. Stone  
28 Sunset Hill Road  
Canterbury, NH 03224

July 25, 2005

Mr. And Mrs. Robert L Cooke  
80 Stevens Hill Road  
Nottingham, NH 03290-4801

BRAC Commission

Dear Commissioner General Lloyd W. Newton,

JUL 28 2005

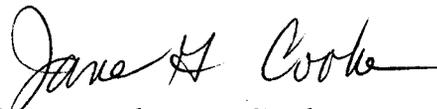
Received

My husband and I are writing to you about our concerns regarding your decision to either retain or close the Portsmouth Navel Shipyard in Kittery, Maine. Being elderly, we were both here to observe the last base closing in this area (Pease Air Force Base in Portsmouth, NH) many years ago. The community has barely recovered, economically, environmentally, and emotionally after all these years; and now, again, we face being thrown into another downward spiral. Our sincere hope is that you will vote to keep the Portsmouth Naval Shipyard open and a vibrant part of our community.

From what research we have done, it appears to us that the Portsmouth Naval Shipyard accomplishes its goals by doing top quality work, ahead of schedule and under cost. Certainly, this helps curb wasting tax dollars. This work ethic was recently recognized by an award bestowed, by the Navy, to the shipyard employees. We believe it has been 30 or 40 years since the last award of this type was presented anywhere.

Again, we ask that you vote to Save Portsmouth Navel Shipyard, a vital part of our community.

Thank you for taking the time to read this letter,



Mr. And Mrs. Robert L. Cooke

July 25, 2005

Mr. And Mrs. Robert L Cooke  
80 Stevens Hill Road  
Nottingham, NH 03290-4801

BRAC Commission

JUL 28 2005

Dear Commissioner James H. Bilbray,

Received

My husband and I are writing to you about our concerns regarding your decision to either retain or close the Portsmouth Naval Shipyard in Kittery, Maine. Being elderly, we were both here to observe the last base closing in this area (Pease Air Force Base in Portsmouth, NH) many years ago. The community has barely recovered, economically, environmentally, and emotionally after all these years; and now, again, we face being thrown into another downward spiral. Our sincere hope is that you will vote to keep the Portsmouth Naval Shipyard open and a vibrant part of our community.

From what research we have done, it appears to us that the Portsmouth Naval Shipyard accomplishes its goals by doing top quality work, ahead of schedule and under cost. Certainly, this helps curb wasting tax dollars. This work ethic was recently recognized by an award bestowed, by the Navy, to the shipyard employees. We believe it has been 30 or 40 years since the last award of this type was presented anywhere.

Again, we ask that you vote to Save Portsmouth Naval Shipyard, a vital part of our community.

Thank you for taking the time to read this letter,



Mr. And Mrs. Robert L. Cooke

July 25, 2005

Mr. And Mrs. Robert L Cooke  
80 Stevens Hill Road  
Nottingham, NH 03290-4801

BRAC Commission

JUL 28 2005

Dear Commissioner Samuel K. Skinner,

Received

My husband and I are writing to you about our concerns regarding your decision to either retain or close the Portsmouth Naval Shipyard in Kittery, Maine. Being elderly, we were both here to observe the last base closing in this area (Pease Air Force Base in Portsmouth, NH) many years ago. The community has barely recovered, economically, environmentally, and emotionally after all these years; and now, again, we face being thrown into another downward spiral. Our sincere hope is that you will vote to keep the Portsmouth Naval Shipyard open and a vibrant part of our community.

From what research we have done, it appears to us that the Portsmouth Naval Shipyard accomplishes its goals by doing top quality work, ahead of schedule and under cost. Certainly, this helps curb wasting tax dollars. This work ethic was recently recognized by an award bestowed, by the Navy, to the shipyard employees. We believe it has been 30 or 40 years since the last award of this type was presented anywhere.

Again, we ask that you vote to Save Portsmouth Naval Shipyard, a vital part of our community.

Thank you for taking the time to read this letter,



Mr. And Mrs. Robert L. Cooke

BRAC Commission

July 25, 2005

JUL 28 2005

Received

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

Dear Madam,

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

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

  
David Price

BRAC Commission

JUL 29 2005

Received

July 25, 2005

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

Dear Madam,

I am hopeful you will *do the right thing* and **keep Portsmouth Naval Shipyard open.**

As the Navy fought for Portsmouth Naval Shipyard to remain open in past BRAC's, I am confident you and the other commissioners will do the right thing and allow the shipyard to continue it's excellent service and cost savings.

Thank you,

A handwritten signature in black ink, appearing to read "Jeanette Price". The signature is fluid and cursive, with a large loop at the end of the last name.

Jeanette Price

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

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

Thank you,



Rachel Price

Deborah Regel  
6 Lemont Lane  
Kittery ME 03904  
BRAC Commission

22 Jul 2005

JUL 28 2005

Honorable Skinner

Received

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

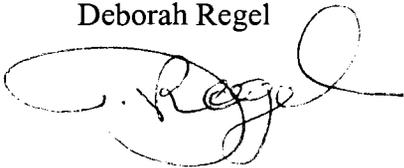
Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

Deborah Regel



Deborah Regel  
6 Lemont Lane  
Kittery ME 03904

22 Jul 2005  
BRAC Commission

Admiral Gehman

JUL 28 2005

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard. <sup>Received</sup>

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

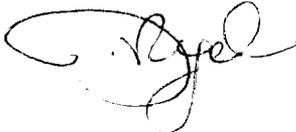
Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do no close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

Deborah Regel



for my dear friend  
Wayne H.'s job

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

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

Thank you,



Rachel Price

July 26, 2005

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

BRAC Commission

JUL 28 2005

Dear Mr. Bilbray:

I am a mechanical engineer employed by a contractor that provides engineering services to both the Portsmouth Naval Shipyard (PNSY) and one of its tenants, the Submarine Maintenance Engineering, Planning and Procurement activity (SUBMEPP).

I am a former employee of the Portsmouth Naval Shipyard and, in my current position, I provide engineering services to SUBMEPP. In this position, I am in frequent contact with PNSY and all other shipyards and repair facilities. Based on these frequent interactions, there is no question that the Portsmouth Naval Shipyard is the most competent and efficient naval shipyard. While my group performs maintenance engineering analyses, PNSY continually provides the most forethought in determining methods/procedures to use when analyzing/performing complex jobs. PNSY always asks the good, tough questions that spur discussions and further analysis as we define maintenance requirements. Bottom line, Portsmouth Naval Shipyard has unparalleled intrinsic value to us and is very well respected within the submarine community.

As you know, the PNSY performance record speaks for itself. I'm sure you've seen the performance metrics, which are exemplary. Now, before casting your final vote, you have to ask:

- How can you close the shipyard that sets the standard in cost and delivery?
- If the main objective of the BRAC process is to cut costs, how can you close the activity that provides the most savings?
- How can you close the activity that has the most dedicated workforce, best work ethic, best talent, and culture that strives to be the best?
- How can you close the shipyard that has received several performance awards including the recent Meritorious Unit Commendation award stating the shipyard "consistently and superbly performed their mission while establishing a phenomenal record of cost, schedule, quality and safety performance"?

ANSWER: You can't.

Then, ask yourselves these questions:

- Without PNSY, who will raise the bar in the performance of submarine maintenance ?
- Without PNSY, who will step up and provide the innovation and expertise needed to perform complex submarine maintenance work ?
- Very simply, without PNSY, who will lead the Navy in submarine maintenance ?

ANSWER: Nobody.

Closing the shipyard is the equivalent of a company laying-off its most productive employee who is also the least paid. Sounds ridiculous, right?

**Conclusion:** If the Navy needs efficient, cost-effective, reliable, and delivery-focused shipyards more than ever, then the Navy needs Portsmouth Naval Shipyard. Our country needs PNSY.

Sincerely,

  
Stephen Ozols

Mechanical Engineer, Perot Systems Government Services  
Phone: 603-679-3635  
Email: sozols@comcast.net

Wayne Hennessey  
6 Lemont Lane  
Kittery ME 03904

BRAC Commission

22 Jul 2005

  
Honorable Skinner

JUL 28 2005

Received

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

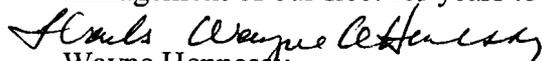
Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

  
Wayne Hennessey

July 26, 2005

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

BRAC Commission

JUL 28 2005

Dear Mr. Coyle:

Received

I am a mechanical engineer employed by a contractor that provides engineering services to both the Portsmouth Naval Shipyard (PNSY) and one of its tenants, the Submarine Maintenance Engineering, Planning and Procurement activity (SUBMEPP).

I am a former employee of the Portsmouth Naval Shipyard and, in my current position, I provide engineering services to SUBMEPP. In this position, I am in frequent contact with PNSY and all other shipyards and repair facilities. Based on these frequent interactions, there is no question that the Portsmouth Naval Shipyard is the most competent and efficient naval shipyard. While my group performs maintenance engineering analyses, PNSY continually provides the most forethought in determining methods/procedures to use when analyzing/performing complex jobs. PNSY always asks the good, tough questions that spur discussions and further analysis as we define maintenance requirements. Bottom line, Portsmouth Naval Shipyard has unparalleled intrinsic value to us and is very well respected within the submarine community.

As you know, the PNSY performance record speaks for itself. I'm sure you've seen the performance metrics, which are exemplary. Now, before casting your final vote, you have to ask:

- How can you close the shipyard that sets the standard in cost and delivery?
- If the main objective of the BRAC process is to cut costs, how can you close the activity that provides the most savings?
- How can you close the activity that has the most dedicated workforce, best work ethic, best talent, and culture that strives to be the best?
- How can you close the shipyard that has received several performance awards including the recent Meritorious Unit Commendation award stating the shipyard "consistently and superbly performed their mission while establishing a phenomenal record of cost, schedule, quality and safety performance"?

ANSWER: You can't.

Then, ask yourselves these questions:

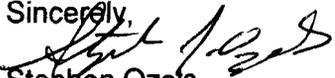
- Without PNSY, who will raise the bar in the performance of submarine maintenance ?
- Without PNSY, who will step up and provide the innovation and expertise needed to perform complex submarine maintenance work ?
- Very simply, without PNSY, who will lead the Navy in submarine maintenance ?

ANSWER: Nobody.

Closing the shipyard is the equivalent of a company laying-off its most productive employee who is also the least paid. Sounds ridiculous, right?

**Conclusion:** If the Navy needs efficient, cost-effective, reliable, and delivery-focused shipyards more than ever, then the Navy needs Portsmouth Naval Shipyard. Our country needs PNSY.

Sincerely,

  
Stephen Ozols

Mechanical Engineer, Perot Systems Government Services

Phone: 603-679-3635

Email: sozols@comcast.net

July 25, 2005

Mr. And Mrs. Robert L Cooke  
80 Stevens Hill Road  
Nottingham, NH 03290-4801

BRAC Commission

JUL 28 2005

Dear Commissioner Brig. Gen. Sue E. Turner,

Received

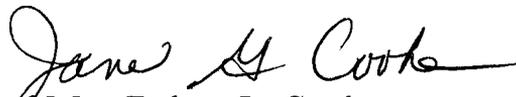
My husband and I are writing to you about our concerns regarding your decision to either retain or close the Portsmouth Naval Shipyard in Kittery, Maine. Being elderly, we were both here to observe the last base closing in this area (Pease Air Force Base in Portsmouth, NH) many years ago. The community has barely recovered, economically, environmentally, and emotionally after all these years; and now, again, we face being thrown into another downward spiral. Our sincere hope is that you will vote to keep the Portsmouth Naval Shipyard open and a vibrant part of our community.

From what research we have done, it appears to us that the Portsmouth Naval Shipyard accomplishes its goals by doing top quality work, ahead of schedule and under cost. Certainly, this helps curb wasting tax dollars. This work ethic was recently recognized by an award bestowed, by the Navy, to the shipyard employees. We believe it has been 30 or 40 years since the last award of this type was presented anywhere.

Again, we ask that you vote to Save Portsmouth Naval Shipyard, a vital part of our community.

Thank you for taking the time to read this letter,





Mr. And Mrs. Robert L. Cooke

July 25, 2005

Mr. And Mrs. Robert L Cooke  
80 Stevens Hill Road  
Nottingham, NH 03290-4801

BRAC Commission

JUL 28 2005

Dear Commissioner James V. Hansen,

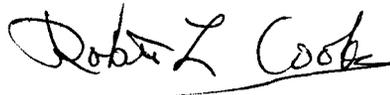
Received

My husband and I are writing to you about our concerns regarding your decision to either retain or close the Portsmouth Naval Shipyard in Kittery, Maine. Being elderly, we were both here to observe the last base closing in this area (Pease Air Force Base in Portsmouth, NH) many years ago. The community has barely recovered, economically, environmentally, and emotionally after all these years; and now, again, we face being thrown into another downward spiral. Our sincere hope is that you will vote to keep the Portsmouth Naval Shipyard open and a vibrant part of our community.

From what research we have done, it appears to us that the Portsmouth Naval Shipyard accomplishes its goals by doing top quality work, ahead of schedule and under cost. Certainly, this helps curb wasting tax dollars. This work ethic was recently recognized by an award bestowed, by the Navy, to the shipyard employees. We believe it has been 30 or 40 years since the last award of this type was presented anywhere.

Again, we ask that you vote to Save Portsmouth Naval Shipyard, a vital part of our community.

Thank you for taking the time to read this letter,



Mr. And Mrs. Robert L. Cooke

July 26, 2005

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

BRAC Commission

JUL 28 2005

Dear General Hill:

Received

I am a mechanical engineer employed by a contractor that provides engineering services to both the Portsmouth Naval Shipyard (PNSY) and one of its tenants, the Submarine Maintenance Engineering, Planning and Procurement activity (SUBMEPP).

I am a former employee of the Portsmouth Naval Shipyard and, in my current position, I provide engineering services to SUBMEPP. In this position, I am in frequent contact with PNSY and all other shipyards and repair facilities. Based on these frequent interactions, there is no question that the Portsmouth Naval Shipyard is the most competent and efficient naval shipyard. While my group performs maintenance engineering analyses, PNSY continually provides the most forethought in determining methods/procedures to use when analyzing/performing complex jobs. PNSY always asks the good, tough questions that spur discussions and further analysis as we define maintenance requirements. Bottom line, Portsmouth Naval Shipyard has unparalleled intrinsic value to us and is very well respected within the submarine community.

As you know, the PNSY performance record speaks for itself. I'm sure you've seen the performance metrics, which are exemplary. Now, before casting your final vote, you have to ask:

- How can you close the shipyard that sets the standard in cost and delivery?
- If the main objective of the BRAC process is to cut costs, how can you close the activity that provides the most savings?
- How can you close the activity that has the most dedicated workforce, best work ethic, best talent, and culture that strives to be the best?
- How can you close the shipyard that has received several performance awards including the recent Meritorious Unit Commendation award stating the shipyard "consistently and superbly performed their mission while establishing a phenomenal record of cost, schedule, quality and safety performance"?

ANSWER: You can't.

Then, ask yourselves these questions:

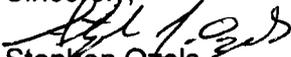
- Without PNSY, who will raise the bar in the performance of submarine maintenance ?
- Without PNSY, who will step up and provide the innovation and expertise needed to perform complex submarine maintenance work ?
- Very simply, without PNSY, who will lead the Navy in submarine maintenance ?

ANSWER: Nobody.

Closing the shipyard is the equivalent of a company laying-off its most productive employee who is also the least paid. Sounds ridiculous, right?

**Conclusion:** If the Navy needs efficient, cost-effective, reliable, and delivery-focused shipyards more than ever, then the Navy needs Portsmouth Naval Shipyard. Our country needs PNSY.

Sincerely,

  
Stephen Ozols

Mechanical Engineer, Perot Systems Government Services  
Phone: 603-679-3635  
Email: sozols@comcast.net

July 26, 2005

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

BRAC Commission

JUL 28 2005

Dear Mr. Hansen:

Received

I am a mechanical engineer employed by a contractor that provides engineering services to both the Portsmouth Naval Shipyard (PNSY) and one of its tenants, the Submarine Maintenance Engineering, Planning and Procurement activity (SUBMEPP).

I am a former employee of the Portsmouth Naval Shipyard and, in my current position, I provide engineering services to SUBMEPP. In this position, I am in frequent contact with PNSY and all other shipyards and repair facilities. Based on these frequent interactions, there is no question that the Portsmouth Naval Shipyard is the most competent and efficient naval shipyard. While my group performs maintenance engineering analyses, PNSY continually provides the most forethought in determining methods/procedures to use when analyzing/performing complex jobs. PNSY always asks the good, tough questions that spur discussions and further analysis as we define maintenance requirements. Bottom line, Portsmouth Naval Shipyard has unparalleled intrinsic value to us and is very well respected within the submarine community.

As you know, the PNSY performance record speaks for itself. I'm sure you've seen the performance metrics, which are exemplary. Now, before casting your final vote, you have to ask:

- How can you close the shipyard that sets the standard in cost and delivery?
- If the main objective of the BRAC process is to cut costs, how can you close the activity that provides the most savings?
- How can you close the activity that has the most dedicated workforce, best work ethic, best talent, and culture that strives to be the best?
- How can you close the shipyard that has received several performance awards including the recent Meritorious Unit Commendation award stating the shipyard "consistently and superbly performed their mission while establishing a phenomenal record of cost, schedule, quality and safety performance"?

ANSWER: You can't.

Then, ask yourselves these questions:

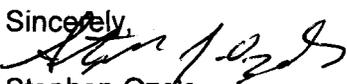
- Without PNSY, who will raise the bar in the performance of submarine maintenance ?
- Without PNSY, who will step up and provide the innovation and expertise needed to perform complex submarine maintenance work ?
- Very simply, without PNSY, who will lead the Navy in submarine maintenance ?

ANSWER: Nobody.

Closing the shipyard is the equivalent of a company laying-off its most productive employee who is also the least paid. Sounds ridiculous, right?

**Conclusion:** If the Navy needs efficient, cost-effective, reliable, and delivery-focused shipyards more than ever, then the Navy needs Portsmouth Naval Shipyard. Our country needs PNSY.

Sincerely,



Stephen Ozols

Mechanical Engineer, Perot Systems Government Services  
Phone: 603-679-3635  
Email: sozols@comcast.net

July 26, 2005

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

BRAC Commission

JUL 28 2005

Dear Brigadier General Turner:

Received

I am a mechanical engineer employed by a contractor that provides engineering services to both the Portsmouth Naval Shipyard (PNSY) and one of its tenants, the Submarine Maintenance Engineering, Planning and Procurement activity (SUBMEPP).

I am a former employee of the Portsmouth Naval Shipyard and, in my current position, I provide engineering services to SUBMEPP. In this position, I am in frequent contact with PNSY and all other shipyards and repair facilities. Based on these frequent interactions, there is no question that the Portsmouth Naval Shipyard is the most competent and efficient naval shipyard. While my group performs maintenance engineering analyses, PNSY continually provides the most forethought in determining methods/procedures to use when analyzing/performing complex jobs. PNSY always asks the good, tough questions that spur discussions and further analysis as we define maintenance requirements. Bottom line, Portsmouth Naval Shipyard has unparalleled intrinsic value to us and is very well respected within the submarine community.

As you know, the PNSY performance record speaks for itself. I'm sure you've seen the performance metrics, which are exemplary. Now, before casting your final vote, you have to ask:

- How can you close the shipyard that sets the standard in cost and delivery?
- If the main objective of the BRAC process is to cut costs, how can you close the activity that provides the most savings?
- How can you close the activity that has the most dedicated workforce, best work ethic, best talent, and culture that strives to be the best?
- How can you close the shipyard that has received several performance awards including the recent Meritorious Unit Commendation award stating the shipyard "consistently and superbly performed their mission while establishing a phenomenal record of cost, schedule, quality and safety performance"?

ANSWER: You can't.

Then, ask yourselves these questions:

- Without PNSY, who will raise the bar in the performance of submarine maintenance ?
- Without PNSY, who will step up and provide the innovation and expertise needed to perform complex submarine maintenance work ?
- Very simply, without PNSY, who will lead the Navy in submarine maintenance ?

ANSWER: Nobody.

Closing the shipyard is the equivalent of a company laying-off its most productive employee who is also the least paid. Sounds ridiculous, right?

**Conclusion:** If the Navy needs efficient, cost-effective, reliable, and delivery-focused shipyards more than ever, then the Navy needs Portsmouth Naval Shipyard. Our country needs PNSY.

Sincerely,



Stephen Ozols

Mechanical Engineer, Perot Systems Government Services  
Phone: 603-679-3635  
Email: sozols@comcast.net

BRAC Commission July 26, 2005

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

JUL 28 2005

Received

Dear Mr. Principi:

I am a mechanical engineer employed by a contractor that provides engineering services to both the Portsmouth Naval Shipyard (PNSY) and one of its tenants, the Submarine Maintenance Engineering, Planning and Procurement activity (SUBMEPP).

I am a former employee of the Portsmouth Naval Shipyard and, in my current position, I provide engineering services to SUBMEPP. In this position, I am in frequent contact with PNSY and all other shipyards and repair facilities. Based on these frequent interactions, there is no question that the Portsmouth Naval Shipyard is the most competent and efficient naval shipyard. While my group performs maintenance engineering analyses, PNSY continually provides the most forethought in determining methods/procedures to use when analyzing/performing complex jobs. PNSY always asks the good, tough questions that spur discussions and further analysis as we define maintenance requirements. Bottom line, Portsmouth Naval Shipyard has unparalleled intrinsic value to us and is very well respected within the submarine community.

As you know, the PNSY performance record speaks for itself. I'm sure you've seen the performance metrics, which are exemplary. Now, before casting your final vote, you have to ask:

- How can you close the shipyard that sets the standard in cost and delivery?
- If the main objective of the BRAC process is to cut costs, how can you close the activity that provides the most savings?
- How can you close the activity that has the most dedicated workforce, best work ethic, best talent, and culture that strives to be the best?
- How can you close the shipyard that has received several performance awards including the recent Meritorious Unit Commendation award stating the shipyard "consistently and superbly performed their mission while establishing a phenomenal record of cost, schedule, quality and safety performance"?

ANSWER: You can't.

Then, ask yourselves these questions:

- Without PNSY, who will raise the bar in the performance of submarine maintenance ?
- Without PNSY, who will step up and provide the innovation and expertise needed to perform complex submarine maintenance work ?
- Very simply, without PNSY, who will lead the Navy in submarine maintenance ?

ANSWER: Nobody.

Closing the shipyard is the equivalent of a company laying-off its most productive employee who is also the least paid. Sounds ridiculous, right?

**Conclusion:** If the Navy needs efficient, cost-effective, reliable, and delivery-focused shipyards more than ever, then the Navy needs Portsmouth Naval Shipyard. Our country needs PNSY.

Sincerely,

  
Stephen Ozols

Mechanical Engineer, Perot Systems Government Services

Phone: 603-679-3635

Email: sozols@comcast.net

July 25, 2005

Mr. And Mrs. Robert L Cooke  
80 Stevens Hill Road  
Nottingham, NH 03290-4801

BRAC Commission

JUL 28 2005

Dear Commissioner Phillip Coyle,

Received

My husband and I are writing to you about our concerns regarding your decision to either retain or close the Portsmouth Naval Shipyard in Kittery, Maine. Being elderly, we were both here to observe the last base closing in this area (Pease Air Force Base in Portsmouth, NH) many years ago. The community has barely recovered, economically, environmentally, and emotionally after all these years; and now, again, we face being thrown into another downward spiral. Our sincere hope is that you will vote to keep the Portsmouth Naval Shipyard open and a vibrant part of our community.

From what research we have done, it appears to us that the Portsmouth Naval Shipyard accomplishes its goals by doing top quality work, ahead of schedule and under cost. Certainly, this helps curb wasting tax dollars. This work ethic was recently recognized by an award bestowed, by the Navy, to the shipyard employees. We believe it has been 30 or 40 years since the last award of this type was presented anywhere.

Again, we ask that you vote to Save Portsmouth Naval Shipyard, a vital part of our community.

Thank you for taking the time to read this letter,



Mr. And Mrs. Robert L. Cooke

Mr. And Mrs. Robert L Cooke  
80 Stevens Hill Road  
Nottingham, NH 03290-4801

July 25, 2005

BRAC Commission

JUL 28 2005

Received

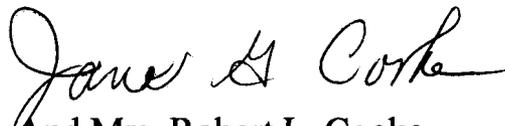
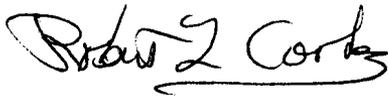
Dear Commissioner James T. Hill,

My husband and I are writing to you about our concerns regarding your decision to either retain or close the Portsmouth Naval Shipyard in Kittery, Maine. Being elderly, we were both here to observe the last base closing in this area (Pease Air Force Base in Portsmouth, NH) many years ago. The community has barely recovered, economically, environmentally, and emotionally after all these years; and now, again, we face being thrown into another downward spiral. Our sincere hope is that you will vote to keep the Portsmouth Naval Shipyard open and a vibrant part of our community.

From what research we have done, it appears to us that the Portsmouth Naval Shipyard accomplishes its goals by doing top quality work, ahead of schedule and under cost. Certainly, this helps curb wasting tax dollars. This work ethic was recently recognized by an award bestowed, by the Navy, to the shipyard employees. We believe it has been 30 or 40 years since the last award of this type was presented anywhere.

Again, we ask that you vote to Save Portsmouth Naval Shipyard, a vital part of our community.

Thank you for taking the time to read this letter,



Mr. And Mrs. Robert L. Cooke

July 25, 2005

Mr. And Mrs. Robert L Cooke  
80 Stevens Hill Road  
Nottingham, NH 03290-4801

BRAC Commission

JUL 28 2005

Received

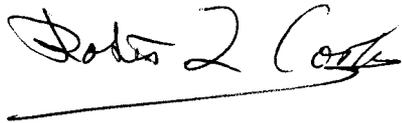
Dear Commissioner Anthony J. Principi,

My husband and I are writing to you about our concerns regarding your decision to either retain or close the Portsmouth Naval Shipyard in Kittery, Maine. Being elderly, we were both here to observe the last base closing in this area (Pease Air Force Base in Portsmouth, NH) many years ago. The community has barely recovered, economically, environmentally, and emotionally after all these years; and now, again, we face being thrown into another downward spiral. Our sincere hope is that you will vote to keep the Portsmouth Naval Shipyard open and a vibrant part of our community.

From what research we have done, it appears to us that the Portsmouth Naval Shipyard accomplishes its goals by doing top quality work, ahead of schedule and under cost. Certainly, this helps curb wasting tax dollars. This work ethic was recently recognized by an award bestowed, by the Navy, to the shipyard employees. We believe it has been 30 or 40 years since the last award of this type was presented anywhere.

Again, we ask that you vote to Save Portsmouth Naval Shipyard, a vital part of our community.

Thank you for taking the time to read this letter,



Mr. And Mrs. Robert L. Cooke

July 26, 2005

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

BRAC Commission

JUL 29 2005

Dear Mr. Skinner:

Received

I am a mechanical engineer employed by a contractor that provides engineering services to both the Portsmouth Naval Shipyard (PNSY) and one of its tenants, the Submarine Maintenance Engineering, Planning and Procurement activity (SUBMEPP).

I am a former employee of the Portsmouth Naval Shipyard and, in my current position, I provide engineering services to SUBMEPP. In this position, I am in frequent contact with PNSY and all other shipyards and repair facilities. Based on these frequent interactions, there is no question that the Portsmouth Naval Shipyard is the most competent and efficient naval shipyard. While my group performs maintenance engineering analyses, PNSY continually provides the most forethought in determining methods/procedures to use when analyzing/performing complex jobs. PNSY always asks the good, tough questions that spur discussions and further analysis as we define maintenance requirements. Bottom line, Portsmouth Naval Shipyard has unparalleled intrinsic value to us and is very well respected within the submarine community.

As you know, the PNSY performance record speaks for itself. I'm sure you've seen the performance metrics, which are exemplary. Now, before casting your final vote, you have to ask:

- How can you close the shipyard that sets the standard in cost and delivery?
- If the main objective of the BRAC process is to cut costs, how can you close the activity that provides the most savings?
- How can you close the activity that has the most dedicated workforce, best work ethic, best talent, and culture that strives to be the best?
- How can you close the shipyard that has received several performance awards including the recent Meritorious Unit Commendation award stating the shipyard "consistently and superbly performed their mission while establishing a phenomenal record of cost, schedule, quality and safety performance"?

ANSWER: You can't.

Then, ask yourselves these questions:

- Without PNSY, who will raise the bar in the performance of submarine maintenance ?
- Without PNSY, who will step up and provide the innovation and expertise needed to perform complex submarine maintenance work ?
- Very simply, without PNSY, who will lead the Navy in submarine maintenance ?

ANSWER: Nobody.

Closing the shipyard is the equivalent of a company laying-off its most productive employee who is also the least paid. Sounds ridiculous, right?

**Conclusion:** If the Navy needs efficient, cost-effective, reliable, and delivery-focused shipyards more than ever, then the Navy needs Portsmouth Naval Shipyard. Our country needs PNSY.

Sincerely,

  
Stephen Ozols

Mechanical Engineer, Perot Systems Government Services  
Phone: 603-679-3635  
Email: sozols@comcast.net

July 26, 2005

General Lloyd W. Newton, USAF (Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, Virginia, 22202

BRAC Commission

JUL 28 2005

Dear General Newton:

I am a mechanical engineer employed by a contractor that provides engineering services to both the Portsmouth Naval Shipyard (PNSY) and one of its tenants, the Submarine Maintenance Engineering, Planning and Procurement activity (SUBMEPP). <sup>Received</sup>

I am a former employee of the Portsmouth Naval Shipyard and, in my current position, I provide engineering services to SUBMEPP. In this position, I am in frequent contact with PNSY and all other shipyards and repair facilities. Based on these frequent interactions, there is no question that the Portsmouth Naval Shipyard is the most competent and efficient naval shipyard. While my group performs maintenance engineering analyses, PNSY continually provides the most forethought in determining methods/procedures to use when analyzing/performing complex jobs. PNSY always asks the good, tough questions that spur discussions and further analysis as we define maintenance requirements. Bottom line, Portsmouth Naval Shipyard has unparalleled intrinsic value to us and is very well respected within the submarine community.

As you know, the PNSY performance record speaks for itself. I'm sure you've seen the performance metrics, which are exemplary. Now, before casting your final vote, you have to ask:

- How can you close the shipyard that sets the standard in cost and delivery?
- If the main objective of the BRAC process is to cut costs, how can you close the activity that provides the most savings?
- How can you close the activity that has the most dedicated workforce, best work ethic, best talent, and culture that strives to be the best?
- How can you close the shipyard that has received several performance awards including the recent Meritorious Unit Commendation award stating the shipyard "consistently and superbly performed their mission while establishing a phenomenal record of cost, schedule, quality and safety performance"?

ANSWER: You can't.

Then, ask yourselves these questions:

- Without PNSY, who will raise the bar in the performance of submarine maintenance ?
- Without PNSY, who will step up and provide the innovation and expertise needed to perform complex submarine maintenance work ?
- Very simply, without PNSY, who will lead the Navy in submarine maintenance ?

ANSWER: Nobody.

Closing the shipyard is the equivalent of a company laying-off its most productive employee who is also the least paid. Sounds ridiculous, right?

**Conclusion:** If the Navy needs efficient, cost-effective, reliable, and delivery-focused shipyards more than ever, then the Navy needs Portsmouth Naval Shipyard. Our country needs PNSY.

Sincerely,

  
Stephen Ozols

Mechanical Engineer, Perot Systems Government Services  
Phone: 603-679-3635  
Email: sozols@comcast.net

July 26, 2005

Admiral Harold W. Gehman, Jr., USN (Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, Virginia, 22202

BRAC Commission

Dear Admiral Gehman:

I am a mechanical engineer employed by a contractor that provides engineering services to both the Portsmouth Naval Shipyard (PNSY) and one of its tenants, the Submarine Maintenance Engineering, Planning and Procurement activity (SUBMEPP).

I am a former employee of the Portsmouth Naval Shipyard and, in my current position, I provide engineering services to SUBMEPP. In this position, I am in frequent contact with PNSY and all other shipyards and repair facilities. Based on these frequent interactions, there is no question that the Portsmouth Naval Shipyard is the most competent and efficient naval shipyard. While my group performs maintenance engineering analyses, PNSY continually provides the most forethought in determining methods/procedures to use when analyzing/performing complex jobs. PNSY always asks the good, tough questions that spur discussions and further analysis as we define maintenance requirements. Bottom line, Portsmouth Naval Shipyard has unparalleled intrinsic value to us and is very well respected within the submarine community.

As you know, the PNSY performance record speaks for itself. I'm sure you've seen the performance metrics, which are exemplary. Now, before casting your final vote, you have to ask:

- How can you close the shipyard that sets the standard in cost and delivery?
- If the main objective of the BRAC process is to cut costs, how can you close the activity that provides the most savings?
- How can you close the activity that has the most dedicated workforce, best work ethic, best talent, and culture that strives to be the best?
- How can you close the shipyard that has received several performance awards including the recent Meritorious Unit Commendation award stating the shipyard "consistently and superbly performed their mission while establishing a phenomenal record of cost, schedule, quality and safety performance"?

ANSWER: You can't.

Then, ask yourselves these questions:

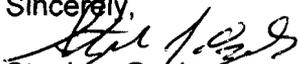
- Without PNSY, who will raise the bar in the performance of submarine maintenance ?
- Without PNSY, who will step up and provide the innovation and expertise needed to perform complex submarine maintenance work ?
- Very simply, without PNSY, who will lead the Navy in submarine maintenance ?

ANSWER: Nobody.

Closing the shipyard is the equivalent of a company laying-off its most productive employee who is also the least paid. Sounds ridiculous, right?

**Conclusion:** If the Navy needs efficient, cost-effective, reliable, and delivery-focused shipyards more than ever, then the Navy needs Portsmouth Naval Shipyard. Our country needs PNSY.

Sincerely,

  
Stephen Ozols

Mechanical Engineer, Perot Systems Government Services  
Phone: 603-679-3635  
Email: sozols@comcast.net

Wayne Hennessy  
6 Lemont Lane  
Kittery ME 03904

25 Jul 2005 Commission

  
Honorable Coyle

JUL 28 2005

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

  
Wayne Hennessy

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

**Success = Portsmouth Naval Shipyard!!  
Keep it open!!**

Thank you,



Ryan Price

**BRAC Commission**

**JUL 28 2005**

Received

July 25, 2005

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

Dear Sir,

I am hopeful you will *do the right thing* and **keep Portsmouth Naval Shipyard open.**

As the Navy fought for Portsmouth Naval Shipyard to remain open in past BRAC's, I am confident you and the other commissioners will do the right thing and allow the shipyard to continue it's excellent service and cost savings.

Thank you,



Jeanette Price

JUL 28 2005

To the BRAC Committee:

Received

With regard to the decision to shut down the Portsmouth Naval Shipyard for the purpose of, as we have been told, cutting costs, there seems to be a gap in logic on several different fronts. The closure and consolidation of naval bases comes with a host of financial burdens which, when considered on the whole, vastly outweigh the cost of maintaining several individual bases.

From a purely economic perspective, the shutdown of the shipyard deals a significant blow to the local economy. Over four thousand individuals are employed at the PNSY, making it the largest employer in the area by far. The economic decay that occurred in Michigan during the 80's and 90's shows what can happen when a large employer is removed from an area. Such a result can also be expected with the closure of the shipyard – the job market would become saturated, which would simultaneously result in lower wages and higher prices as the market shifts to deal with the burden. The government will also be forced to share in this misfortune, as the number of welfare recipients begins to rise.

From a military standpoint, consolidation of forces with intent for a long-term stay is a strategic mistake. Given that America is currently devoted to strengthening itself, offering up a target as promising as lesser numbers of ship foundries and naval bases. Unless each base was provided with a level of defense previously unheard of, which would require expenditures almost equal to the cost of maintaining the existing yards.

The decisions you are making have the potential to destroy thousands of lives, and have ramifications that will still be felt in years to come. The question you have to ask is if these base closures are a real necessity.

Sincerely,  
Travis Longstaff



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

Dear Commissioner Hansen,

JUL 28 2005

Received

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepair and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

July 25, 2005

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

BRAC Commission

JUL 28 2005

Received

Dear Chairman Principi and BRAC Commissioners:

I am writing to express my deep concern about the Defense Department's recommendation to close the Portsmouth Naval Shipyard. This recommendation is not in the nation's best interest and the BRAC Commission should reverse this decision and remove them from the closure list.

It is hard to understand why the government would want to close the most efficient, well run shipyard in the USA. There must be an alternative way to save government money! Closing the base would bring devastation not only to employees and their families, but to the surrounding community.

New Hampshire and Maine residents stand together as a community and are united in supporting that the P.N.S.Y. base stays open. **Please**, overturn the Pentagon's recommendation and keep the base open.

Sincerely,

Elaine Bingham

(A concerned Citizen)

25 Christine Lane

(Address)

Hollis, ME 04042

(City, State, Zip)



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2005

Received

Dear Commissioner Turner,

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepar and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,



DEPARTMENT OF THE NAVY  
PORTSMOUTH NAVAL SHIPYARD  
PORTSMOUTH, N.H. 03804-5000

IN REPLY REFER TO:

BRAC Commission

JUL 28 2005

Received

Dear Commissioner Gehman,

I am proud to be a defender of my Country, The United States of America. I am proud to be a federal employee. I am proud to be a worker at The Portsmouth Naval Shipyard. The most efficient, safest, and fastest shipyard in our Nation, when it comes to repairing and overhauling nuclear submarines.

Here at Portsmouth Naval Shipyard we are the best at submarine repair work, which is the most difficult and complex work that the Navy can offer. That is why we only do submarines. But we could do any type of repair work if the Navy wanted us to, and we would be the best at that type of work also, it is called yankee ingenuity.

To close The Portsmouth Naval Shipyard would be a total injustice to the hard, dedicated workers that it employs, the New England Region, The Navy Fleet, The Department of Defense, and the United States; not to mention the United States taxpayers. You will save the taxpayers, us, you and me – more money in the long run if you keep us open.

Closure of this, the oldest and most ingenuitive shipyard is irreversible.

To lose a nuclear license is irreplaceable.

To leave the Northeast Region and New England in a state of economic irrepair and virtually undefended, would be a disgrace.

I have traveled and worked at other shipyards and will continue to do so, in the best interest of our Navy and the defense of the country that I love. But, I will not transfer to work at another yard and submit to doing the work their way and costing the taxpayers more of their hard earned money.

I enjoy my work, and the people that I work with, and I want to continue doing my best for the defense of my country for many years to come.

If The Portsmouth Naval Shipyard is closed, I will lose all of my faith in The United States Government and the way politics overrule common sense.

In conclusion, I ask for your consideration to keep the Portsmouth Naval Shipyard open. Let us keep doing what we do best, and that is getting our submarine work done ahead of schedule, under cost and in a safe manner. Thus saving the taxpayers money.

Thank You For Your Time,

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Madam,

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

Thank you,



Rachel Price

July 25, 2005

Defense Base Closure and Realignment Commission <sup>BRAC</sup> Commission  
2521 South Clark Street, Suite 600  
Arlington, Virginia, 22202

JUL 28 2005

Received

Dear Brig. Gen Sue E. Turner,

Did the Navy learn nothing from the attack on Pearl Harbor at the start of WWII? The Navy put most of its ships in one base claiming it was easier to defend. They also thought that no nation would dare attack us. This proved to be deadly wrong on both counts. Was it the Navy's great planning that won WWII? I think not. What saved the US then was the huge manufacturing capabilities back in mainland America, and the brave men that took these weapons into harms way. We did not start WWII with the largest military, but we ended the war that way.

We are no longer a manufacturing giant in the world. The Navy needs to understand we are losing the production war to the likes of China. They can't count on the private sector. It is taking manufacturing jobs out of the US at an alarming rate in search of more profits. Each base closure makes it harder to convince kids to work in the metal trades. What does the Navy plan to do - hire China to overhaul and build our ships?

What would happen if dirty bombs were dropped on Norfolk and Puget Sound Naval Ship yards? In addition to losing the ships based there, we also lose the ability to rebuild these ships. Basic strategy 101 dictates forces should be spread out and to have forces in reserve. Why would it be any different for the Navy's Ship yards? The Navy claims it is more cost effective to consolidate forces. They are assuming they will never have losses at a ship yard. I say, if they're wrong, we may have no ship yards left to close. We may instead need to learn to speak Chinese.

History shows that the greatest metal working nation is the strongest. It also shows under estimating the enemy is deadly. We can build an Air field in weeks. We can build plants to make war planes and tanks in months. It would take years to make a new ship yard. Please do not let the DOD close any more ship yards. We have too few now.

Sincerely, *John C Hodgson Jr*

July 25, 2005

BRAC Commission

Gen. Lloyd W. Newton  
Defense Base Closure and  
Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

JUL 28 2005

Received

Dear Gen. Newton:

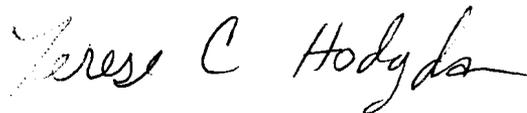
My name is Terese Hodgdon, and I am a middle school secretary. My husband works at the Portsmouth Naval Shipyard. My husband, our two children and I have lived in his grandfather's house in South Berwick, Maine for five years. Our children are the fourth generation of my husband's family to grow up in our house. As such, we have a long family history in this area.

I have been more than a little anxious and saddened at the thought of our shipyard closing. I am unsure that the economy in this area could support all the families that would suffer from this closure. With all the unemployed people in the vicinity, the small businesses would also suffer greatly. As a wife and mother, I would be terribly sad and disappointed to have to leave this area, should my husband need to relocate in order to support our family.

Speaking as a school secretary, I was shocked at the end of this last school year when we polled our classrooms and realized the magnitude in which our students and staff were affected.

I ask you to please consider the families, school districts and businesses that this closure would touch. On behalf of the Berwick area school districts and the Hodgdon family, please save Portsmouth Naval Shipyard.

Sincerely,

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

95 Mill Road  
Hampton, NH 03842  
July 26, 2005

BRAC Commission

JUL 28 2005

Received

BRAC Commissioner Anthony J. Principi

Dear Sir,

This letter is to recommend the removal of the Portsmouth Naval Shipyard from the base closure list.

Since I am retired from the shipyard as an Engineering Division Manager, I have good understanding of the nature of your actions now planned.

I am aware that the size of the submarine force for the next several years is approximately the same as it is today. Therefore, closing Portsmouth and assigning all of their work to Norfolk Naval shipyard is not a practical thing to do unless a lot of extra funds, personnel, time and facilities are provided. Even then it appears certain that much of the work would indeed be given to Newport News and / or Electric Boat Co.. After all, it takes both Pearl Harbor and Pudget Sound Naval Shipyards to support the Pacific Fleet.

If this evolves, then Norfolk Naval Shipyard, Newport News Shipbuilding and Electric would all have to come up to speed on Submarine overhaul business to allow closing Portsmouth Naval Shipyard. This evolution will cost considerable and result in the Navy spending more and yet have three marginal facilities trying to replace one BEST IN THE WORLD facility.

In view of the above, I urge you to remove this BEST IN THE WORLD Naval Shipyard from the closing list.

Very respectfully yours,

  
Robert I Hockenhull

To Brig. General Sue E. Swenor, BRAC Commission

JUL 28 2005

In order for my handwriting to be  
legible to read, please excuse the yellow  
lined paper.

All of you on the BRAC Committee  
forgetting the attack in 1941 when we had  
our parts down? Our Portsmouth Naval  
Shipyard came to the rescue. She put  
out subs after subs down the waterway  
to our shore to serve our country, built  
by skilled men and women devoted to their  
country and shipyard.

In peacetime, skilled men and women  
were sent to other shipyards, Scotland, Hawaii  
and bases in our country. I show the technique  
of the building of subs. Also that will tell  
you of the creditability of our yard?

Honors and awards, even now we may  
be allotted to upgrade the facilities

and as for Pearl Harbor, she should  
be saved also. She is in a new strategic  
position on the other side of our United States.

Both bases are truly needed for the  
protection of our country with the happening  
in other parts of the world.

Please not only save our bases, but  
our country.

Most Sincerely  
Louise Ramsdell

July 24, 2005

BRAC Commission

JUL 28 2005

Dear Chairman Principi,

Please remove the Portsmouth Naval Shipyard <sup>Received</sup> from your list of base closings.

You will know the reasons to keep it open;

- most efficient of the public shipyards
- loss of jobs will devastate the area
- in this age of everchanging threats to our country, we need to be ready.

It's the last point that makes me and my countrymen quite nervous.

Our homeland security was savagely breached by 9-11. Were we naive to think it could not happen here in this day of terrorism happening across the world?

I would envision that the need to always remain strong against these very fatal acts of cowardice, would "save the shipyard" to continue its mission to ensure we are always ready.

I also recognize the operations of families and others who have worked at the shipyard, would leave this area called their home, to relocate for other job opportunities. What a sense of loss to our neighborhoods, our economy and that which is called home.

I entreat you to reconsider with your commission the closing of the Portsmouth Naval Shipyard. And may God continue to Bless our Country, our Safety and Freedom.  
Thank you.

Sincerely

Barbara Dunstford  
111 Seagamore, Portsmouth 03801

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

BRAC Commission

JUN 28 2005

Received

Dear Commissioner Bilbray,

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

Thank You,



Arlene Wapenski  
148 Little Bay Rd  
Newington, NH 03801

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

I am hopeful you will *do the right thing* and **keep Portsmouth Naval Shipyard open.**

As the Navy fought for Portsmouth Naval Shipyard to remain open in past BRAC's, I am confident you and the other commissioners will do the right thing and allow the shipyard to continue it's excellent service and cost savings.

Thank you,

  
Jeanette Price

BRAC Commission

Deborah Regel  
6 Lemont Lane  
Kittery ME 03904

JUL 28 2005

Received

25 Jul 2005

*Sir,*  
Honorable Coyle

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

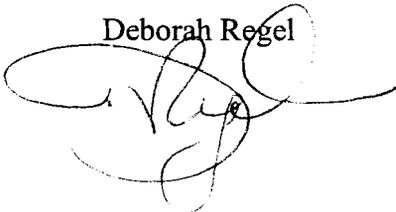
Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

Deborah Regel



BRAC Commission

Deborah Regel  
6 Lemont Lane  
Kittery ME 03904

JUL 28 2005

25 Jul 2005

Received

General Hill

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do no close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

Deborah Regel



Please help save  
my friend waynes' JOB  
thanks

BRAC Commission

JUL 28 2005

Received

July 25, 2005

Mr. Harold Gehman, Jr.  
BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Sir,

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

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

Thank you,

A handwritten signature in black ink, appearing to read "David Price". The signature is fluid and cursive, with a large loop at the end.

David Price

BRAC Commission

JUL 28 2005

Received

July 25, 2005

Mr. Phillip Coyle  
BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Sir,

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

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

Thank you,



David Price

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

**Success = Portsmouth Naval Shipyard!!  
Keep it open!!**

Thank you,

  
Ryan Price

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

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

Thank you,



Rachel Price

BRAC Commission

Wayne Hennessy  
6 Lemont Lane  
Kittery ME 03904

JUL 28 2005

25 Jul 2005

Received

  
Honorable Principi

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

  
Wayne Hennessy

BRAC Commission Wayne Hennessy  
6 Lemont Lane  
Kittery ME 03904

JUL 28 2005

Received

22 Jul 2005

*General,*  
General Turner

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

*Charles, Wayne Hennessy*  
Wayne Hennessy

BRAC Commission

JUL 28 2005

Received

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

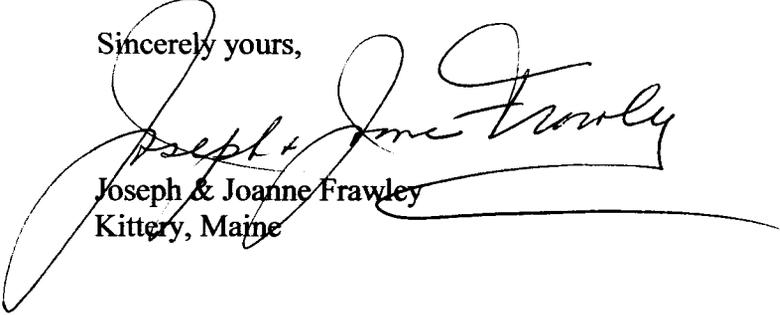
Dear Sir:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,

  
Joseph & Joanne Frawley  
Kittery, Maine

BRAC Commission

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

JUL 28 2005

Received

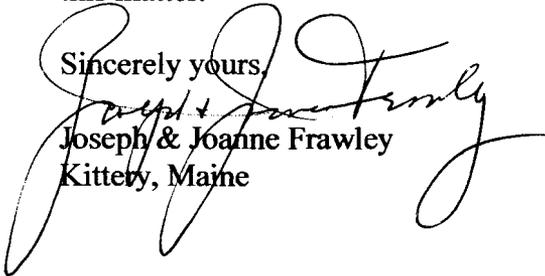
Dear Sir:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,

  
Joseph & Joanne Frawley  
Kittery, Maine

July 21, 2005

To: Anthony J.Principi, James Bilbray, Philip Coyle, Adm.Harold W.Gehman,Sr.,James Hansen, Gen.James T. Hill, Gen.Lloyd W. Newton, Samuel K.Skinner and Brig.Gen.Sue. E. Turner  
BRAC Commission

RE: Portsmouth Naval Shipyard

JUL 28 2005

Received

Dear Chairpersons,

I am writing on behalf of the Portsmouth Naval Shipyard, one of the oldest and most reliable shipyards in the country. My husband has been a diver/rigger at the yard for 18 years. Closing the shipyard would have a serious socioeconomic impact on Maine as well as the state of New Hampshire. I am also concerned for the safety of the east coast due to that fact that the closure list also includes Otis, Groton and Brunswick. Portsmouth Naval Shipyard has been recognized as being one of the best in regards to performance, saving money and recently was recently received the highest award from the Navy.

Maine's motto is "The way life should be" to me that doesn't mean unsafe and unemployed. When making your final decision, please take all the facts into consideration so you can make a knowledgeable, wise decision.

Regards,



Amy Spear

220 Bolt Hill Road  
Eliot, Maine 03903

July 27, 2005

BRAC Commission

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

JUL 28 2005

Received

Attn: Commissioner Lloyd Newton

Dear Commissioner Newton,

I am writing this letter to ask that you consider keeping the Portsmouth Naval Shipyard open. It is a documented fact that this shipyard is the best nuclear submarine overhauling and refueling operation in the country. They have excellent performance, scheduling, cost quality, and safety records.

Closing the shipyard would devastate the surrounding area as well as the people in this area. The economy in Maine is already in a very precarious condition.

My son has worked at the shipyard for twenty years, always giving his best effort, as do all forty-eight hundred workers, to ensure the shipyard's excellent performance. Does excellent work mean a loss of employment? Is this the message we would chose to send to those workers and the youth of our country?

In closing, I realize that your decision is a difficult one to make, and I hope that the positive aspects of the shipyard as noted above and the integrity and pride of its workers will weigh heavily on the side of keeping the shipyard in full operation.

Sincerely,



Patricia L. Binette

July 27, 2005

BRAC Commission

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

JUL 28 2005

Received

Attn: Commissioner James T. Hill

Dear Commissioner Hill,

I am writing this letter to ask that you consider keeping the Portsmouth Naval Shipyard open. It is a documented fact that this shipyard is the best nuclear submarine overhauling and refueling operation in the country. They have excellent performance, scheduling, cost quality, and safety records.

Closing the shipyard would devastate the surrounding area as well as the people in this area. The economy in Maine is already in a very precarious condition.

My son has worked at the shipyard for twenty years, always giving his best effort, as do all forty-eight hundred workers, to ensure the shipyard's excellent performance. Does excellent work mean a loss of employment? Is this the message we would chose to send to those workers and the youth of our country?

In closing, I realize that your decision is a difficult one to make, and I hope that the positive aspects of the shipyard as noted above and the integrity and pride of its workers will weigh heavily on the side of keeping the shipyard in full operation.

Sincerely,



Patricia L. Binette

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

**Success = Portsmouth Naval Shipyard!!  
Keep it open!!**

Thank you,

  
Ryan Price

Deborah Regel  
6 Lemont Lane  
Kittery ME 03904  
BRAC Commission

25 Jul 2005

JUL 28 2005

Honorable Bilbray

Received

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

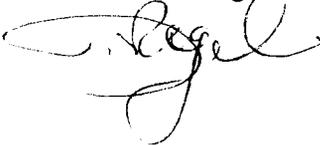
Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

Deborah Regel



BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

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

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

Thank you,

A handwritten signature in black ink, appearing to read "David Price", written in a cursive style.

David Price

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

I am hopeful you will *do the right thing* and **keep Portsmouth Naval Shipyard open.**

As the Navy fought for Portsmouth Naval Shipyard to remain open in past BRAC's, I am confident you and the other commissioners will do the right thing and allow the shipyard to continue its excellent service and cost savings.

Thank you,

  
Jeanette Price

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

**Success = Portsmouth Naval Shipyard!!  
Keep it open!!**

Thank you,

  
Ryan Price

July 26, 2005

BRAC Commission

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

JUL 28 2005

Received

Dear Mr. Anthony J. Principi, Mr. James H. Bilbray, Mr. Philip Coyle, Adm. Harold W. Gehman, Jr., Mr. James V. Hansen, Gen. James T. Hill, Gen. Lloyd W. Newton, Mr. Samuel K. Skinner, Brig. Gen. Sue E. Turner:

I would like to start by thanking you for your time and dedication to this process. I believe you are being truly independent of all political pressures and are indeed basing all decisions on hard facts.

To that end, it is inconceivable to close the Portsmouth Naval Shipyard. The submarine repair and overhaul work done there by dedicated and knowledgeable employees saves the Navy and the Defense budget millions of dollars for each submarine it works on and returns those vessels to active duty on a schedule far ahead of what the other sub bases are turning out. They have consistently exceeded maintenance time schedules. It has also been commended several times by the Navy for excellent work, cost savings and safety.

When all the data is reviewed, there should be proof that there is NO excess capacity at the public shipyards. All four are needed to sustain the current work load and allow for any unforeseen maintenance on any sub or air craft carrier currently on active duty. If all the submarine work was sent to Norfolk or Pearl and an emergency repair was needed, all resources and labor at that yard would be sent to the carrier and the sub would lay idle.

The Navy has depended on Portsmouth for years and has used it as a test site for several employee/management initiatives that have worked so well they are now considered to be the standard, which will be implemented at the other shipyards.

In closing, the information you have received from ALL the Maine and New Hampshire Congressional Delegates throughout this process has been irrefutable, facts that cannot be ignored in the necessity of keeping Portsmouth Naval Shipyard open.

Thank you,



Denise McDermott  
68 Tamarack Drive  
South Berwick ME 03908

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

I am hopeful you will *do the right thing* and **keep Portsmouth Naval Shipyard open.**

As the Navy fought for Portsmouth Naval Shipyard to remain open in past BRAC's, I am confident you and the other commissioners will do the right thing and allow the shipyard to continue it's excellent service and cost savings.

Thank you,



Jeanette Price

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

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

Thank you,



Rachel Price

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Madam,

**Success = Portsmouth Naval Shipyard!!  
Keep it open!!**

Thank you,

  
Ryan Price

BRAC Commission

JUL 28 2005

Received

34 Pine Road  
P.O. Box 672  
North Hampton, NH  
03862

July 25, 2005

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

Dear Commissioner Hansen

I would like to thank-you for taking on the task for being a member of BRAC. It is a task that I am sure has many challenges. I trust that you will be an independent thinker and make up your own mind as to what stays open and what closes.

Portsmouth Naval shipyard is the best at what it does. We overhaul, refuel, and perform short term availabilities on nuclear submarines. We do a large amount of maintenance on submarines. We are a nuclear facility.

We are the place where the innovation takes place. The idea's starts here. The ideas are brought to other facilities so the others can learn from us. Maybe you might call it Yankee ingenuity, strong New England work ethic, pride and ownership of what we do. People at Portsmouth have a pride that is genetic and taught. We have lots of people who are third generation shipyard workers. Others are just happy to be a part of a good team. Work ethic cannot be taught. It is inherent in the person. It is a part of a persons personality. Consider it like being a boxer. A good boxer has to have the ability to hit people. Our work ethic comes from generations of hard work and pride in what we do. We take ownership in what we do.

The NAVY cannot do the work it has now, with the people it has. If you think Portsmouth people will move to other places, think twice. We enjoy a quality of life that is hard to beat. Most people will make do with what they can to get by before giving that up. If after all your data review and meetings and you still can make the honest decision to close Portsmouth, do it. I don't think that you can independently make that decision without the politics pushing you in that direction.

Sincerely,



Arthur A. Nadeau

BRAC Commission

34 Pine Road  
P.O. Box 672  
North Hampton, NH  
03862

JUL 28 2005

July 25, 2005

Received

Admiral Harold W. Gehman, Jr., USN(Ret)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Gehman

I would like to thank-you for taking on the task for being a member of BRAC. It is a task that I am sure has many challenges. I trust that you will be an independent thinker and make up your own mind as to what stays open and what closes.

Portsmouth Naval shipyard is the best at what it does. We overhaul, refuel, and perform short term availabilities on nuclear submarines. We do a large amount of maintenance on submarines. We are a nuclear facility.

We are the place where the innovation takes place. The idea's starts here. The ideas are brought to other facilities so the others can learn from us. Maybe you might call it Yankee ingenuity, strong New England work ethic, pride and ownership of what we do. People at Portsmouth have a pride that is genetic and taught. We have lots of people who are third generation shipyard workers. Others are just happy to be a part of a good team. Work ethic cannot be taught. It is inherent in the person. It is a part of a persons personality. Consider it like being a boxer. A good boxer has to have the ability to hit people. Our work ethic comes from generations of hard work and pride in what we do. We take ownership in what we do.

The NAVY cannot do the work it has now, with the people it has. If you think Portsmouth people will move to other places, think twice. We enjoy a quality of life that is hard to beat. Most people will make do with what they can to get by before giving that up. If after all your data review and meetings and you still can make the honest decision to close Portsmouth, do it. I don't think that you can independently make that decision without the politics pushing you in that direction.

Sincerely,



Arthur A. Nadeau

BRAC Commission

JUL 28 2005

Received

34 Pine Road  
P.O. Box 672  
North Hampton, NH  
03862

July 25, 2005

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

Dear Commissioner Coyle

I would like to thank-you for taking on the task for being a member of BRAC. It is a task that I am sure has many challenges. I trust that you will be an independent thinker and make up your own mind as to what stays open and what closes.

Portsmouth Naval shipyard is the best at what it does. We overhaul, refuel, and perform short term availabilities on nuclear submarines. We do a large amount of maintenance on submarines. We are a nuclear facility.

We are the place where the innovation takes place. The idea's starts here. The ideas are brought to other facilities so the others can learn from us. Maybe you might call it Yankee ingenuity, strong New England work ethic, pride and ownership of what we do. People at Portsmouth have a pride that is genetic and taught. We have lots of people who are third generation shipyard workers. Others are just happy to be a part of a good team. Work ethic cannot be taught. It is inherent in the person. It is a part of a persons personality. Consider it like being a boxer. A good boxer has to have the ability to hit people. Our work ethic comes from generations of hard work and pride in what we do. We take ownership in what we do.

The NAVY cannot do the work it has now, with the people it has. If you think Portsmouth people will move to other places, think twice. We enjoy a quality of life that is hard to beat. Most people will make do with what they can to get by before giving that up. If after all your data review and meetings and you still can make the honest decision to close Portsmouth, do it. I don't think that you can independently make that decision without the politics pushing you in that direction.

Sincerely,



Arthur A. Nadeau

BRAC Commission

JUL 28 2005

Received

34 Pine Road  
P.O. Box 672  
North Hampton, NH  
03862

July 25, 2005

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

Dear Commissioner Skinner

I would like to thank-you for taking on the task for being a member of BRAC. It is a task that I am sure has many challenges. I trust that you will be an independent thinker and make up your own mind as to what stays open and what closes.

Portsmouth Naval shipyard is the best at what it does. We overhaul, refuel, and perform short term availabilities on nuclear submarines. We do a large amount of maintenance on submarines. We are a nuclear facility.

We are the place where the innovation takes place. The idea's starts here. The ideas are brought to other facilities so the others can learn from us. Maybe you might call it Yankee ingenuity, strong New England work ethic, pride and ownership of what we do. People at Portsmouth have a pride that is genetic and taught. We have lots of people who are third generation shipyard workers. Others are just happy to be a part of a good team. Work ethic cannot be taught. It is inherent in the person. It is a part of a persons personality. Consider it like being a boxer. A good boxer has to have the ability to hit people. Our work ethic comes from generations of hard work and pride in what we do. We take ownership in what we do.

The NAVY cannot do the work it has now, with the people it has. If you think Portsmouth people will move to other places, think twice. We enjoy a quality of life that is hard to beat. Most people will make do with what they can to get by before giving that up. If after all your data review and meetings and you still can make the honest decision to close Portsmouth, do it. I don't think that you can independently make that decision without the politics pushing you in that direction.

Sincerely,



Arthur A. Nadeau

BRAC Commission

34 Pine Road  
P.O. Box 672  
North Hampton, NH  
03862

JUL 28 2005

Received

July 25, 2005

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

Dear Commissioner Bilbray

I would like to thank-you for taking on the task for being a member of BRAC. It is a task that I am sure has many challenges. I trust that you will be an independent thinker and make up your own mind as to what stays open and what closes.

Portsmouth Naval shipyard is the best at what it does. We overhaul, refuel, and perform short term availabilities on nuclear submarines. We do a large amount of maintenance on submarines. We are a nuclear facility.

We are the place where the innovation takes place. The idea's starts here. The ideas are brought to other facilities so the others can learn from us. Maybe you might call it Yankee ingenuity, strong New England work ethic, pride and ownership of what we do. People at Portsmouth have a pride that is genetic and taught. We have lots of people who are third generation shipyard workers. Others are just happy to be a part of a good team. Work ethic cannot be taught. It is inherent in the person. It is a part of a persons personality. Consider it like being a boxer. A good boxer has to have the ability to hit people. Our work ethic comes from generations of hard work and pride in what we do. We take ownership in what we do.

The NAVY cannot do the work it has now, with the people it has. If you think Portsmouth people will move to other places, think twice. We enjoy a quality of life that is hard to beat. Most people will make do with what they can to get by before giving that up. If after all your data review and meetings and you still can make the honest decision to close Portsmouth, do it. I don't think that you can independently make that decision without the politics pushing you in that direction.

Sincerely,



Arthur A. Nadeau

2 Park Street  
Eliot, ME 03903-1712  
July 25, 2005

BRAC Commission

JUL 28 2005

Received

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

Dear Sir:

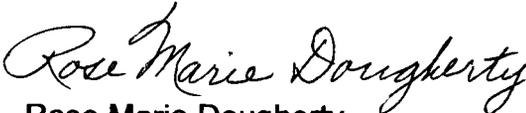
On October 2, 1984, John Lehman, Former Secretary of the Navy, said:  
"The freedom we cherish is perishable. It is never more than one generation  
from extinction."

I copied this quote at the time and kept it at the top of our family bulletin board all these years. If the specialized, technical expertise of the Portsmouth Naval Shipyard workers for top quality work in a more cost effective time frame is lost because of the DOD shortsighted planning, then our freedom we cherish might also be in danger of being lost.

While attending the BRAC Commission Hearing in Boston on July 6, 2005, I was most impressed with your thoroughness. Please consider reversing the mistake that the DOD made in putting the Portsmouth Naval Shipyard on the Base Closure List. I am a former secretary to the Design Superintendent(s) from the late 50's through the late 60's and I know first-hand the pride that goes into the work at Portsmouth Naval Shipyard. The personal pride in doing a good job serves as our signature on the quality of the work produced.

Thank you for your hard work in sifting through all the facts to find the correct decisions for our country's future.

Respectfully yours,

  
Rose Marie Dougherty

2 Park Street  
Eliot, ME 03903-1712  
July 25, 2005

BRAC Commission

JUL 28 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 General Turner:

On October 2, 1984, John Lehman, Former Secretary of the Navy, said:  
"The freedom we cherish is perishable. It is never more than one generation  
from extinction."

I copied this quote at the time and kept it at the top of our family bulletin board all  
these years. If the specialized, technical expertise of the Portsmouth Naval  
Shipyard workers for top quality work in a more cost effective time frame is lost  
because of the DOD shortsighted planning, then our freedom we cherish might  
also be in danger of being lost.

While attending the BRAC Commission Hearing in Boston on July 6, 2005, I was  
most impressed with your thoroughness. Please consider reversing the mistake  
that the DOD made in putting the Portsmouth Naval Shipyard on the Base  
Closure List. I am a former secretary to the Design Superintendent(s) from the  
late 50's through the late 60's and I know first-hand the pride that goes into the  
work at Portsmouth Naval Shipyard. The personal pride in doing a good job  
serves as our signature on the quality of the work produced.

Thank you for your hard work in sifting through all the facts to find the correct  
decisions for our country's future.

Respectfully yours,

  
Rose Marie Dougherty

2 Park Street  
Eliot, ME 03903-1712  
July 25, 2005

BRAC Commission

JUL 28 2005

Received

Admiral Harold W. Gehman, Jr., USN (Ret.)  
Defense Base Closure and Realignment Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Sir:

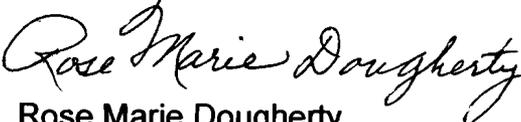
On October 2, 1984, John Lehman, Former Secretary of the Navy, said:  
"The freedom we cherish is perishable. It is never more than one generation  
from extinction."

I copied this quote at the time and kept it at the top of our family bulletin board all these years. If the specialized, technical expertise of the Portsmouth Naval Shipyard workers for top quality work in a more cost effective time frame is lost because of the DOD shortsighted planning, then our freedom we cherish might also be in danger of being lost.

While attending the BRAC Commission Hearing in Boston on July 6, 2005, I was most impressed with your thoroughness. Please consider reversing the mistake that the DOD made in putting the Portsmouth Naval Shipyard on the Base Closure List. I am a former secretary to the Design Superintendent(s) from the late 50's through the late 60's and I know first-hand the pride that goes into the work at Portsmouth Naval Shipyard. The personal pride in doing a good job serves as our signature on the quality of the work produced.

Thank you for your hard work in sifting through all the facts to find the correct decisions for our country's future.

Respectfully yours,

  
Rose Marie Dougherty

Wayne Hennessy  
6 Lemont Lane  
Kittery ME 03904

BRAC 2005 mission  
22 Jul 2005

*General*  
General Newton

JUL 28 2005

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard. <sup>Received</sup>

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

*Thanks - Wayne A Hennessy*  
Wayne Hennessy

Wayne Hennessy  
6 Lemont Lane  
Kittery ME 03904  
BYME Commission

22 Jul 2005  
JUL 28 2005  
Received

*Admiral,*  
Admiral Gehman

Thank you for taking the time to read my letter concerning the closure of Portsmouth Naval Shipyard.

Portsmouth Naval Shipyard saves the Navy money through its efficiency. Returning subs to the fleet faster and cheaper than the other shipyard saves money, even though they sub has to sail to get here. Closing it will only add costs to the Navy budget.

Additionally, the loss of its three dry-docks cannot be underscored. They cannot be relocated or reproduced. Their loss will only hamper naval planners and further limit future crisis management. History has shown to us and other nations the cost of location all of our military resources in a few centralized locations. Boats will be sitting idle waiting for a space or worse, operating needing crucial work waiting for a space to open at the other ships yards that cannot get their ships out on time.

And then there are the economic and humanitarian costs that have to be considered. Will closing the shipyard really "save" money as the Department alleges. Future ship repairs will cost more, that is shown in all the data. Add this increased cost to it the cost of closing the base, converting it to civilian use, and the environmental clean up costs. If there were any "savings," they will be quickly eroded.

And the human toll will be borne by many. Over 4000 jobs will be lost directly in addition to thousands that will be lost indirectly. Kids will up-rooted from neighborhood schools and their extended families is part of the human toll. And I am afraid that with such an impact to the local economy, those opting to relocate will be forced to sell their homes at less than market value, adding more to the cost of closure that is difficult to comprehend unless you are one of those unfortunate.

So please, do not close the base, for the sake of efficiency, productivity, and the management of our fleet for years to come.

*Thanks - Wayne Hennessy*  
Wayne Hennessy

July 26, 2005

BRAC Commission

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

JUL 28 2005

Received

RE: Portsmouth Naval Shipyard- Base Closure List

Dear Mr. Principi:

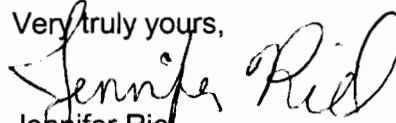
I am writing to your office so you will **not** support the closure of the Portsmouth Naval Shipyard Operation.

This shipyard is productive, produces quality work, under budget and on schedule. This shipyard has been given several awards for being the "Best" yard in the country for nuclear submarine overhauling and refueling.

I would ask that you allow this yard to remain open and continue on with their operation for years to come.

Thank you.

Very truly yours,



Jennifer Rie  
P.O. Box 522  
Epsom, NH 03234

BRAC Commission

Samuel Knox Skinner  
BRAC Commission  
2521 South Clark St., Suite 600  
Arlington, VA 22202

JUL 28 2005

Received

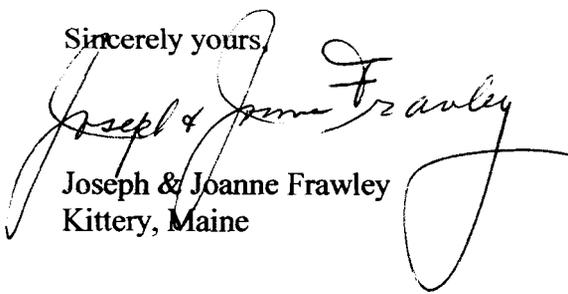
Dear Sir:-

This letter is to urge you to remove the Portsmouth Naval Shipyard from the BRAC list. America cannot afford to lose this shipyard during these perilous times, especially as it is the most efficient and cost effective shipyard in the USA.

The data presented at the July 6<sup>th</sup> regional hearing in Boston clearly demonstrated that there is little value to be gained by closing Portsmouth. In fact, we believe that the presentations which occurred at that time strongly supported the fact that not only the Navy, but all of the United States of America need the Portsmouth Naval Shipyard to remain in operation. The superlative work done in this shipyard cannot be surpassed by any other facility and during these times of uncertainty in our world, we need to maintain all of our existing submarines at a level of readiness to meet any threat to our way of life in our United States.

For whatever reason, we believe that the Northeast region of this country has been unfairly left unguarded and we feel that this is one more reason why the Portsmouth Naval Shipyard should remain in operation to protect the caring citizens of this area. We can only hope that the BRAC commission will do what is best for our country and remove our shipyard from the current BRAC list. Thank you for your consideration in this matter.

Sincerely yours,

  
Joseph & Joanne Frawley  
Kittery, Maine

BRAC Commission

JUL 28 2005

Received

July 25, 2005

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

Dear Sir,

**Success = Portsmouth Naval Shipyard!!  
Keep it open!!**

Thank you,

  
Ryan Price