

28 July 2005

AUG 01 2005

Dear Chairman Principi,

Portsmouth Naval Shipyard has been in existence for over 200 years. <sup>Received</sup> Several times over that period, fluctuations in foreign threat and in Shipyard workload have caused Portsmouth to be considered for closure.

As early as 1876, Congress considered Portsmouth for closure and appointed a board to study the issue. The board was decidedly opposed to abandoning the Yard and found, in part, that "There is a large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are esteemed among the best in the Country".

Again in 1964, the Secretary of Defense announced Portsmouth Naval Shipyard was to be closed. Operations were to be gradually reduced until work terminated by the end of 1974. This planned closure was based on a premise that sufficient nuclear submarine overhaul and repair capability existed without Portsmouth. While under this closure order, Portsmouth Naval Shipyard continued to operate and shipyard workers continued to strive to maintain the traditions of excellence in shipbuilding and repair which had been built up during almost two centuries. In spite of the closure order, Portsmouth workers continued to build new submarines and even set records for overhaul duration that were unmatched by any other shipyard. In 1971 it finally became apparent that total shipyard industrial capacity was being severely taxed (even with Portsmouth) and that Portsmouth should not be closed. President Nixon rescinded the Portsmouth closure order in 1971.

It is fortunate that Portsmouth was not closed in these previous instances:

- If Portsmouth had been closed in 1876, well over 100 ships and submarines, vital to helping the nation win both World Wars would not have been built.
- If Portsmouth had been closed in 1964, a large portion of the nuclear submarine fleet which helped win the cold war, continues to prosecute the war on terror, and avoids countless other conflicts through covert operations, would not have been built and overhauled in time to support their vital missions.

Our national history demonstrates that the short-term view often fails to reveal real threats to our security. Failure to see clearly defined threats has led to misguided attempts at elimination of the infrastructure that supports that security. The example of Portsmouth Naval Shipyard clearly demonstrates that calculations of capacity are prone to error.

The tradition of shipbuilding, and more recently of submarine overhaul and repair, runs strong at Portsmouth. My grandfather (and his foster father) worked at Portsmouth Naval Shipyard almost continuously between the 1890's and 1960's. I vividly remember my grandfather telling me of his experience regarding national defense. My grandfather saw Portsmouth between the World Wars, when it was thought there was no threat. He subsequently lived through World War II, during which submarines could not be built fast enough. He experienced the period following World War II when it appeared there was no threat and ultimately Portsmouth was slated for closure. He subsequently lived through the Cold War during which submarines couldn't be built and overhauled fast enough.

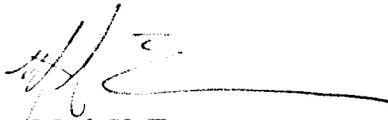
Having lived through such cycles where there was "no threat" followed by an overwhelming threat, he was adamant that the short-term view would continue to result in mistaken efforts to reduce infrastructure that would subsequently be needed.

The people who would have closed Portsmouth Naval Shipyard in 1876 and 1964 no doubt thought that they were doing the right thing. The Americans who sailed in the ships subsequently built and overhauled at Portsmouth, and those who are free today as a result, no doubt have a different view.

The inability to see far enough into the future to define a clear threat or to anticipate the need for infrastructure does not mean that there is no threat or that there is no need. When Portsmouth was slated for closure in 1964, it took seven years before it became evident that overhaul capacity had been miscalculated and that there was an urgent need for Portsmouth. The closure currently being considered does not provide such a grace period. What makes closure particularly problematic in the case of a nuclear-capable shipyard is the irreversibility of closure. Once it is gone, the personnel, equipment, and facilities that comprise a shipyard are gone forever. When a subsequent threat to security or a miscalculation of capacity becomes evident, no ships will be built or overhauled on the land where a former shipyard once existed.

Funds for defense are precious and deserve to be treated as precious. The American taxpayer deserves to receive the best product for every dollar spent. The American taxpayer also deserves to feel safe from threat. The Navy has told you and shown you that Portsmouth Naval Shipyard surpasses all other shipyards (and not just Naval Shipyards) in Cost, Schedule, Quality, and Safety. The Navy has told you that Portsmouth leads the way and is held up as an example to the other shipyards. There is still a "large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are [still] esteemed among the best in the country". I believe that the precious defense funds are best spent in Portsmouth and that the cyclical nature of world events dictates that the infrastructure in overhaul and ship repair must not be reduced further.

We have the benefit of this past to guide us. I urge you to consider this history as you proceed with your deliberations.



Mark H. Evans

AUG 01 2005

28 July 2005

Dear Commissioner Newton,

Received

Portsmouth Naval Shipyard has been in existence for over 200 years. Several times over that period, fluctuations in foreign threat and in Shipyard workload have caused Portsmouth to be considered for closure.

As early as 1876, Congress considered Portsmouth for closure and appointed a board to study the issue. The board was decidedly opposed to abandoning the Yard and found, in part, that "There is a large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are esteemed among the best in the Country".

Again in 1964, the Secretary of Defense announced Portsmouth Naval Shipyard was to be closed. Operations were to be gradually reduced until work terminated by the end of 1974. This planned closure was based on a premise that sufficient nuclear submarine overhaul and repair capability existed without Portsmouth. While under this closure order, Portsmouth Naval Shipyard continued to operate and shipyard workers continued to strive to maintain the traditions of excellence in shipbuilding and repair which had been built up during almost two centuries. In spite of the closure order, Portsmouth workers continued to build new submarines and even set records for overhaul duration that were unmatched by any other shipyard. In 1971 it finally became apparent that total shipyard industrial capacity was being severely taxed (even with Portsmouth) and that Portsmouth should not be closed. President Nixon rescinded the Portsmouth closure order in 1971.

It is fortunate that Portsmouth was not closed in these previous instances:

- If Portsmouth had been closed in 1876, well over 100 ships and submarines, vital to helping the nation win both World Wars would not have been built.
- If Portsmouth had been closed in 1964, a large portion of the nuclear submarine fleet which helped win the cold war, continues to prosecute the war on terror, and avoids countless other conflicts through covert operations, would not have been built and overhauled in time to support their vital missions.

Our national history demonstrates that the short-term view often fails to reveal real threats to our security. Failure to see clearly defined threats has led to misguided attempts at elimination of the infrastructure that supports that security. The example of Portsmouth Naval Shipyard clearly demonstrates that calculations of capacity are prone to error.

The tradition of shipbuilding, and more recently of submarine overhaul and repair, runs strong at Portsmouth. My grandfather (and his foster father) worked at Portsmouth Naval Shipyard almost continuously between the 1890's and 1960's. I vividly remember my grandfather telling me of his experience regarding national defense. My grandfather saw Portsmouth between the World Wars, when it was thought there was no threat. He subsequently lived through World War II, during which submarines could not be built fast enough. He experienced the period following World War II when it appeared there was no threat and ultimately Portsmouth was slated for closure. He subsequently lived through the Cold War during which submarines couldn't be built and overhauled fast enough.

Having lived through such cycles where there was "no threat" followed by an overwhelming threat, he was adamant that the short-term view would continue to result in mistaken efforts to reduce infrastructure that would subsequently be needed.

The people who would have closed Portsmouth Naval Shipyard in 1876 and 1964 no doubt thought that they were doing the right thing. The Americans who sailed in the ships subsequently built and overhauled at Portsmouth, and those who are free today as a result, no doubt have a different view.

The inability to see far enough into the future to define a clear threat or to anticipate the need for infrastructure does not mean that there is no threat or that there is no need. When Portsmouth was slated for closure in 1964, it took seven years before it became evident that overhaul capacity had been miscalculated and that there was an urgent need for Portsmouth. The closure currently being considered does not provide such a grace period. What makes closure particularly problematic in the case of a nuclear-capable shipyard is the irreversibility of closure. Once it is gone, the personnel, equipment, and facilities that comprise a shipyard are gone forever. When a subsequent threat to security or a miscalculation of capacity becomes evident, no ships will be built or overhauled on the land where a former shipyard once existed.

Funds for defense are precious and deserve to be treated as precious. The American taxpayer deserves to receive the best product for every dollar spent. The American taxpayer also deserves to feel safe from threat. The Navy has told you and shown you that Portsmouth Naval Shipyard surpasses all other shipyards (and not just Naval Shipyards) in Cost, Schedule, Quality, and Safety. The Navy has told you that Portsmouth leads the way and is held up as an example to the other shipyards. There is still a "large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are [still] esteemed among the best in the country". I believe that the precious defense funds are best spent in Portsmouth and that the cyclical nature of world events dictates that the infrastructure in overhaul and ship repair must not be reduced further.

We have the benefit of this past to guide us. I urge you to consider this history as you proceed with your deliberations.



Mark H. Evans

Steven R McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

BRAC Commission

AUG 01 2005

Received

July 28, 2005

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

Dear Phillip Coyle:

Portsmouth Naval Shipyard is an irreplaceable asset to our nation and our military. I am writing today to encourage you to keep Portsmouth operational and allow this outstanding shipyard to continue to serve America.

At the center of New England, Portsmouth Naval Shipyard provides numerous support services throughout the region. Portsmouth has continually expanded its mission to collaborate with the Coast Guard and provide emergency response support to communities across the region. The shipyard is also one of only four remaining nuclear submarine maintenance facilities in the nation. Portsmouth serves as a foundation for strengthening and fortifying not only New England, but America as a whole.

Our nation's defense rests on leadership, knowledge and commitment. As long as it remains open, Portsmouth Naval Shipyard will continue to deliver these key elements and provide the best support for a secure America.

Sincerely,

  
Steven R McCloskey

AUG 01 2005  
28 July 2005  
Received

Dear Commissioner Turner,

Portsmouth Naval Shipyard has been in existence for over 200 years. Several times over that period, fluctuations in foreign threat and in Shipyard workload have caused Portsmouth to be considered for closure.

As early as 1876, Congress considered Portsmouth for closure and appointed a board to study the issue. The board was decidedly opposed to abandoning the Yard and found, in part, that "There is a large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are esteemed among the best in the Country".

Again in 1964, the Secretary of Defense announced Portsmouth Naval Shipyard was to be closed. Operations were to be gradually reduced until work terminated by the end of 1974. This planned closure was based on a premise that sufficient nuclear submarine overhaul and repair capability existed without Portsmouth. While under this closure order, Portsmouth Naval Shipyard continued to operate and shipyard workers continued to strive to maintain the traditions of excellence in shipbuilding and repair which had been built up during almost two centuries. In spite of the closure order, Portsmouth workers continued to build new submarines and even set records for overhaul duration that were unmatched by any other shipyard. In 1971 it finally became apparent that total shipyard industrial capacity was being severely taxed (even with Portsmouth) and that Portsmouth should not be closed. President Nixon rescinded the Portsmouth closure order in 1971.

It is fortunate that Portsmouth was not closed in these previous instances:

- If Portsmouth had been closed in 1876, well over 100 ships and submarines, vital to helping the nation win both World Wars would not have been built.
- If Portsmouth had been closed in 1964, a large portion of the nuclear submarine fleet which helped win the cold war, continues to prosecute the war on terror, and avoids countless other conflicts through covert operations, would not have been built and overhauled in time to support their vital missions.

Our national history demonstrates that the short-term view often fails to reveal real threats to our security. Failure to see clearly defined threats has lead to misguided attempts at elimination of the infrastructure that supports that security. The example of Portsmouth Naval Shipyard clearly demonstrates that calculations of capacity are prone to error.

The tradition of shipbuilding, and more recently of submarine overhaul and repair, runs strong at Portsmouth. My grandfather (and his foster father) worked at Portsmouth Naval Shipyard almost continuously between the 1890's and 1960's. I vividly remember my grandfather telling me of his experience regarding national defense. My grandfather saw Portsmouth between the World Wars, when it was thought there was no threat. He subsequently lived through World War II, during which submarines could not be built fast enough. He experienced the period following World War II when it appeared there was no threat and ultimately Portsmouth was slated for closure. He subsequently lived through the Cold War during which submarines couldn't be built and overhauled fast enough.

Having lived through such cycles where there was "no threat" followed by an overwhelming threat, he was adamant that the short-term view would continue to result in mistaken efforts to reduce infrastructure that would subsequently be needed.

The people who would have closed Portsmouth Naval Shipyard in 1876 and 1964 no doubt thought that they were doing the right thing. The Americans who sailed in the ships subsequently built and overhauled at Portsmouth, and those who are free today as a result, no doubt have a different view.

The inability to see far enough into the future to define a clear threat or to anticipate the need for infrastructure does not mean that there is no threat or that there is no need. When Portsmouth was slated for closure in 1964, it took seven years before it became evident that overhaul capacity had been miscalculated and that there was an urgent need for Portsmouth. The closure currently being considered does not provide such a grace period. What makes closure particularly problematic in the case of a nuclear-capable shipyard is the irreversibility of closure. Once it is gone, the personnel, equipment, and facilities that comprise a shipyard are gone forever. When a subsequent threat to security or a miscalculation of capacity becomes evident, no ships will be built or overhauled on the land where a former shipyard once existed.

Funds for defense are precious and deserve to be treated as precious. The American taxpayer deserves to receive the best product for every dollar spent. The American taxpayer also deserves to feel safe from threat. The Navy has told you and shown you that Portsmouth Naval Shipyard surpasses all other shipyards (and not just Naval Shipyards) in Cost, Schedule, Quality, and Safety. The Navy has told you that Portsmouth leads the way and is held up as an example to the other shipyards. There is still a "large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are [still] esteemed among the best in the country". I believe that the precious defense funds are best spent in Portsmouth and that the cyclical nature of world events dictates that the infrastructure in overhaul and ship repair must not be reduced further.

We have the benefit of this past to guide us. I urge you to consider this history as you proceed with your deliberations.



Mark H. Evans

Steven R McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

BRAC Commission

July 28, 2005

**AUG 01 2005**

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

Received

Dear James V. Hansen:

Portsmouth Naval Shipyard is an irreplaceable asset to our nation and our military. I am writing today to encourage you to keep Portsmouth operational and allow this outstanding shipyard to continue to serve America.

At the center of New England, Portsmouth Naval Shipyard provides numerous support services throughout the region. Portsmouth has continually expanded its mission to collaborate with the Coast Guard and provide emergency response support to communities across the region. The shipyard is also one of only four remaining nuclear submarine maintenance facilities in the nation. Portsmouth serves as a foundation for strengthening and fortifying not only New England, but America as a whole.

Our nation's defense rests on leadership, knowledge and commitment. As long as it remains open, Portsmouth Naval Shipyard will continue to deliver these key elements and provide the best support for a secure America.

Sincerely,

  
Steven R McCloskey

BRAC Commission

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

AUG 01 2005

Received  
27 July 2005

Dear Chairman Principi,

I am an employee of the Portsmouth Naval Shipyard. More than that, I am a third generation shipyarder whose family has served this country both in the military, as well as federal workers, for over 90 years.

I don't know how well you know the people of New England, but those of us who have worked generation after generation following in our fore-father (and mother's) footsteps have a certain cut of Yankee stock, Puritan pride. (This includes us 2<sup>nd</sup> generation New Englanders of Mediterranean/ Irish descent). This pride is evident in the work we do, and a perfect example of that are the record's set at the Portsmouth Naval Shipyard. During WW II the shipyard set the benchmark for building submarines, that was my both Grandfathers' as well as my mothers contribution. After WWII, the shipyard focused on design and development of new style subs by building the USS Albacore. This was my father's era. Upon entering the nuclear generation, Portsmouth, again, took on the challenge of the ever-developing Navy and became a leader in overhauling nuclear submarines.

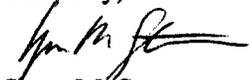
As hard working Yankees, we are always striving to do the job more efficiently. This has been proven time and time again, evident in our records of getting the job done efficiently, safely and under cost. It is also evident in the honors bestowed upon us when presented with the VPP Star Award and the Meritorious Unit Commendation (MUC).

My brother and I have picked up where our parents left off. We, as they did, take pride in our work, pride in our community, and pride in the Navy. Though I served in the U.S. Army, when I stepped foot on this base as an employee, I became part of the Navy. We think of those sailors as our family members. When a new sub comes in, our communities welcome them with open arms as if they were our own sons, brothers, fathers... And when we put them back out to sea, we make sure that they are going out in the best, overhauled submarine this Navy has to offer.

If Portsmouth Naval Shipyard were closed, we would not only lose the obvious, a nuclear shipyard, a great track record, a needed Naval port in the Northeast for Homeland security, as well as all of the other specialty work done at Portsmouth... But what would never be regained is the people, the community, the ownership of *our* subs overhauled at *our* base for *our* Navy. The Culture! This cannot be transferred to another shipyard. It is inherent with the people of region, and a rich legacy to be passed on to our next generation.

Thank you for your time, your hard work and your consideration for keeping Portsmouth Naval Shipyard open.

Sincerely,



Lynn M. Santosuosso

Shop 67  
Nuclear Electronics Mechanic

AUG 01 2005

28 July 2005

Dear Commissioner Skinner,

Received

Portsmouth Naval Shipyard has been in existence for over 200 years. Several times over that period, fluctuations in foreign threat and in Shipyard workload have caused Portsmouth to be considered for closure.

As early as 1876, Congress considered Portsmouth for closure and appointed a board to study the issue. The board was decidedly opposed to abandoning the Yard and found, in part, that "There is a large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are esteemed among the best in the Country".

Again in 1964, the Secretary of Defense announced Portsmouth Naval Shipyard was to be closed. Operations were to be gradually reduced until work terminated by the end of 1974. This planned closure was based on a premise that sufficient nuclear submarine overhaul and repair capability existed without Portsmouth. While under this closure order, Portsmouth Naval Shipyard continued to operate and shipyard workers continued to strive to maintain the traditions of excellence in shipbuilding and repair which had been built up during almost two centuries. In spite of the closure order, Portsmouth workers continued to build new submarines and even set records for overhaul duration that were unmatched by any other shipyard. In 1971 it finally became apparent that total shipyard industrial capacity was being severely taxed (even with Portsmouth) and that Portsmouth should not be closed. President Nixon rescinded the Portsmouth closure order in 1971.

It is fortunate that Portsmouth was not closed in these previous instances:

- If Portsmouth had been closed in 1876, well over 100 ships and submarines, vital to helping the nation win both World Wars would not have been built.
- If Portsmouth had been closed in 1964, a large portion of the nuclear submarine fleet which helped win the cold war, continues to prosecute the war on terror, and avoids countless other conflicts through covert operations, would not have been built and overhauled in time to support their vital missions.

Our national history demonstrates that the short-term view often fails to reveal real threats to our security. Failure to see clearly defined threats has led to misguided attempts at elimination of the infrastructure that supports that security. The example of Portsmouth Naval Shipyard clearly demonstrates that calculations of capacity are prone to error.

The tradition of shipbuilding, and more recently of submarine overhaul and repair, runs strong at Portsmouth. My grandfather (and his foster father) worked at Portsmouth Naval Shipyard almost continuously between the 1890's and 1960's. I vividly remember my grandfather telling me of his experience regarding national defense. My grandfather saw Portsmouth between the World Wars, when it was thought there was no threat. He subsequently lived through World War II, during which submarines could not be built fast enough. He experienced the period following World War II when it appeared there was no threat and ultimately Portsmouth was slated for closure. He subsequently lived through the Cold War during which submarines couldn't be built and overhauled fast enough.

Having lived through such cycles where there was "no threat" followed by an overwhelming threat, he was adamant that the short-term view would continue to result in mistaken efforts to reduce infrastructure that would subsequently be needed.

The people who would have closed Portsmouth Naval Shipyard in 1876 and 1964 no doubt thought that they were doing the right thing. The Americans who sailed in the ships subsequently built and overhauled at Portsmouth, and those who are free today as a result, no doubt have a different view.

The inability to see far enough into the future to define a clear threat or to anticipate the need for infrastructure does not mean that there is no threat or that there is no need. When Portsmouth was slated for closure in 1964, it took seven years before it became evident that overhaul capacity had been miscalculated and that there was an urgent need for Portsmouth. The closure currently being considered does not provide such a grace period. What makes closure particularly problematic in the case of a nuclear-capable shipyard is the irreversibility of closure. Once it is gone, the personnel, equipment, and facilities that comprise a shipyard are gone forever. When a subsequent threat to security or a miscalculation of capacity becomes evident, no ships will be built or overhauled on the land where a former shipyard once existed.

Funds for defense are precious and deserve to be treated as precious. The American taxpayer deserves to receive the best product for every dollar spent. The American taxpayer also deserves to feel safe from threat. The Navy has told you and shown you that Portsmouth Naval Shipyard surpasses all other shipyards (and not just Naval Shipyards) in Cost, Schedule, Quality, and Safety. The Navy has told you that Portsmouth leads the way and is held up as an example to the other shipyards. There is still a "large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are [still] esteemed among the best in the country". I believe that the precious defense funds are best spent in Portsmouth and that the cyclical nature of world events dictates that the infrastructure in overhaul and ship repair must not be reduced further.

We have the benefit of this past to guide us. I urge you to consider this history as you proceed with your deliberations.



Mark H. Evans

Dear Commissioner Principi

AUG 01 2005

July 29, 05

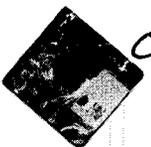
I am writing in regards to the impending closure of the Portsmouth Naval Shipyard.

I retired after thirty years at the yard, started my career as a sheet metal mechanic and over the years, was a supervisor for about fifteen years.

This shipyard has a great history, during WW2 we provided over a hundred ~~to~~ boats to the fleet. our nuclear capability is unique! our nuclear licence has never been suspended. our people perform mini overhauls on subs all over the world, from Holy Loch to Pearl Harbor. we are cheaper and deliver on time, also most probably the only yard Public or private to return money back to the navy after an overhaul!

our sub. knowledge and skills are irreplaceable. It's like a family of craftsmen. skills handed down from father to sons. If it closes, these skills will be lost forever, as most of our people will not transfer to other yards.

they are too deep rooted to this area whoever put us on the closure list is either asleep at the helm or does not know all



the facts. the navy has a tremendous investment in the yard. as other yards were closed, we acquired some of their latest equipment. new cranes, shop equipment and tools ect. a lot of major upgrades have been done new security measures and safeguards, new gates, bldgs, inspection areas, a new parking garage that must have cost millions to the taxpayers.

there are also three coast guard cutters docked at the yard now as the coast guard station docks are in disrepair.

I do not believe keeping all our eggs in one basket. has everyone forgot Pearl Harbor? what if we get hit again?

I also think we need to keep the most efficient yard open as a price comparison to other yards private or public in order to keep from being gouged.

Competition is great, it keeps everyone honest. I am sure the commission will do the best for the country.

thank you for your time  
Fred Paradise  
50 Government St  
Kittery Me 03904



Steven R McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

BRAC Commission

July 28, 2005

**AUG 01 2005**

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

Received

Dear James H. Bilbray:

Portsmouth Naval Shipyard is an irreplaceable asset to our nation and our military. I am writing today to encourage you to keep Portsmouth operational and allow this outstanding shipyard to continue to serve America.

At the center of New England, Portsmouth Naval Shipyard provides numerous support services throughout the region. Portsmouth has continually expanded its mission to collaborate with the Coast Guard and provide emergency response support to communities across the region. The shipyard is also one of only four remaining nuclear submarine maintenance facilities in the nation. Portsmouth serves as a foundation for strengthening and fortifying not only New England, but America as a whole.

Our nation's defense rests on leadership, knowledge and commitment. As long as it remains open, Portsmouth Naval Shipyard will continue to deliver these key elements and provide the best support for a secure America.

Sincerely,

  
Steven R McCloskey

Steven R McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

BRAC Commission

July 28, 2005

**AUG 01 2005**

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

Received

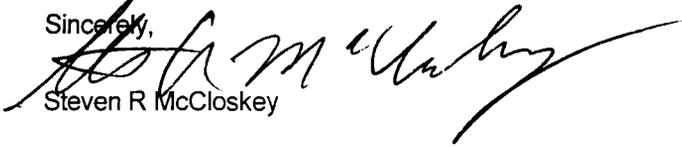
Dear Anthony J. Principi:

Portsmouth Naval Shipyard is an irreplaceable asset to our nation and our military. I am writing today to encourage you to keep Portsmouth operational and allow this outstanding shipyard to continue to serve America.

At the center of New England, Portsmouth Naval Shipyard provides numerous support services throughout the region. Portsmouth has continually expanded its mission to collaborate with the Coast Guard and provide emergency response support to communities across the region. The shipyard is also one of only four remaining nuclear submarine maintenance facilities in the nation. Portsmouth serves as a foundation for strengthening and fortifying not only New England, but America as a whole.

Our nation's defense rests on leadership, knowledge and commitment. As long as it remains open, Portsmouth Naval Shipyard will continue to deliver these key elements and provide the best support for a secure America.

Sincerely,

  
Steven R McCloskey

28 July 2005  
AUG 01 2005

Dear Commissioner Bilbray,

Received

Portsmouth Naval Shipyard has been in existence for over 200 years. Several times over that period, fluctuations in foreign threat and in Shipyard workload have caused Portsmouth to be considered for closure.

As early as 1876, Congress considered Portsmouth for closure and appointed a board to study the issue. The board was decidedly opposed to abandoning the Yard and found, in part, that "There is a large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are esteemed among the best in the Country".

Again in 1964, the Secretary of Defense announced Portsmouth Naval Shipyard was to be closed. Operations were to be gradually reduced until work terminated by the end of 1974. This planned closure was based on a premise that sufficient nuclear submarine overhaul and repair capability existed without Portsmouth. While under this closure order, Portsmouth Naval Shipyard continued to operate and shipyard workers continued to strive to maintain the traditions of excellence in shipbuilding and repair which had been built up during almost two centuries. In spite of the closure order, Portsmouth workers continued to build new submarines and even set records for overhaul duration that were unmatched by any other shipyard. In 1971 it finally became apparent that total shipyard industrial capacity was being severely taxed (even with Portsmouth) and that Portsmouth should not be closed. President Nixon rescinded the Portsmouth closure order in 1971.

It is fortunate that Portsmouth was not closed in these previous instances:

- If Portsmouth had been closed in 1876, well over 100 ships and submarines, vital to helping the nation win both World Wars would not have been built.
- If Portsmouth had been closed in 1964, a large portion of the nuclear submarine fleet which helped win the cold war, continues to prosecute the war on terror, and avoids countless other conflicts through covert operations, would not have been built and overhauled in time to support their vital missions.

Our national history demonstrates that the short-term view often fails to reveal real threats to our security. Failure to see clearly defined threats has lead to misguided attempts at elimination of the infrastructure that supports that security. The example of Portsmouth Naval Shipyard clearly demonstrates that calculations of capacity are prone to error.

The tradition of shipbuilding, and more recently of submarine overhaul and repair, runs strong at Portsmouth. My grandfather (and his foster father) worked at Portsmouth Naval Shipyard almost continuously between the 1890's and 1960's. I vividly remember my grandfather telling me of his experience regarding national defense. My grandfather saw Portsmouth between the World Wars, when it was thought there was no threat. He subsequently lived through World War II, during which submarines could not be built fast enough. He experienced the period following World War II when it appeared there was no threat and ultimately Portsmouth was slated for closure. He subsequently lived through the Cold War during which submarines couldn't be built and overhauled fast enough.

Having lived through such cycles where there was "no threat" followed by an overwhelming threat, he was adamant that the short-term view would continue to result in mistaken efforts to reduce infrastructure that would subsequently be needed.

The people who would have closed Portsmouth Naval Shipyard in 1876 and 1964 no doubt thought that they were doing the right thing. The Americans who sailed in the ships subsequently built and overhauled at Portsmouth, and those who are free today as a result, no doubt have a different view.

The inability to see far enough into the future to define a clear threat or to anticipate the need for infrastructure does not mean that there is no threat or that there is no need. When Portsmouth was slated for closure in 1964, it took seven years before it became evident that overhaul capacity had been miscalculated and that there was an urgent need for Portsmouth. The closure currently being considered does not provide such a grace period. What makes closure particularly problematic in the case of a nuclear-capable shipyard is the irreversibility of closure. Once it is gone, the personnel, equipment, and facilities that comprise a shipyard are gone forever. When a subsequent threat to security or a miscalculation of capacity becomes evident, no ships will be built or overhauled on the land where a former shipyard once existed.

Funds for defense are precious and deserve to be treated as precious. The American taxpayer deserves to receive the best product for every dollar spent. The American taxpayer also deserves to feel safe from threat. The Navy has told you and shown you that Portsmouth Naval Shipyard surpasses all other shipyards (and not just Naval Shipyards) in Cost, Schedule, Quality, and Safety. The Navy has told you that Portsmouth leads the way and is held up as an example to the other shipyards. There is still a "large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are [still] esteemed among the best in the country". I believe that the precious defense funds are best spent in Portsmouth and that the cyclical nature of world events dictates that the infrastructure in overhaul and ship repair must not be reduced further.

We have the benefit of this past to guide us. I urge you to consider this history as you proceed with your deliberations.



Mark H. Evans

Steven R McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

BRAC Commission

July 28, 2005

**AUG 01 2005**

**Received**

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

Dear Sue Ellen Turner:

Portsmouth Naval Shipyard is an irreplaceable asset to our nation and our military. I am writing today to encourage you to keep Portsmouth operational and allow this outstanding shipyard to continue to serve America.

At the center of New England, Portsmouth Naval Shipyard provides numerous support services throughout the region. Portsmouth has continually expanded its mission to collaborate with the Coast Guard and provide emergency response support to communities across the region. The shipyard is also one of only four remaining nuclear submarine maintenance facilities in the nation. Portsmouth serves as a foundation for strengthening and fortifying not only New England, but America as a whole.

Our nation's defense rests on leadership, knowledge and commitment. As long as it remains open, Portsmouth Naval Shipyard will continue to deliver these key elements and provide the best support for a secure America.

Sincerely,



Steven R McCloskey

1507 Delington Street  
Portsmouth, NH 03801

July 25, 2005

Admiral Harold W. Behman (Ret.) USN  
Defense Base Closure + Realignment Commission  
2521 South Clark Street  
Suite 600  
Arlington, Va 22202

BRAC Commission

AUG 01 2005

Received

Dear Admiral Behman:

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

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

Thank you for your time and consideration.

Sincerely,  
Mary C. Rask.

July 2005

Regarding the Portsmouth Naval Shipyard

BRAC Commission

AUG 01 2005

Received

To whom it may concern,

As bases continue to close, we may very well be more vulnerable for enemy attacks.

To consider ;  
Closing the Portsmouth Naval Shipyard,  
is like another step in taking a part  
away from our Godly heritage.

Sincerely a Shipyard  
worker,

Romeo Rodier



Mr. Romeo Rodier  
1 Abbey Ln Apt 9  
Dover, NH 03820-3968

BRAC Commission

AUG 01 2005

Received

Thomas Horigan  
50 Darcy Road  
York, ME 03909

(207) 363-6879

28 July 2005

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

Dear Honorable Chairman Hill:

The closing of Portsmouth Naval Shipyard will affect thousands of families, hundreds of local businesses, and our entire local economy. I understand how this process may affect the people I work with, my family, and myself, but my concerns also include the trend our nation's work force has seen over the past few decades of good jobs disappearing from this country.

The majority of the Shipyard's work force are blue-collar production workers. This group performs the highly technical, physical work involved with submarine overhaul and repair. These dedicated patriots have brought our Shipyard the highest recognition and praise from top military officials. These hardworking employees represent a dying breed in this country whose previous generations built our highways, bridges and city skylines. These men and women all earn an honest wage and receive excellent benefits.

At one time, the American Dream of home ownership could be achieved if you worked full time. This is no longer the case, and as good paying blue-collar jobs continue to vanish from this country, fewer and fewer people are able to realize that dream. This round of base closures will further exacerbate this trend as tens of thousands of good paying jobs are eliminated nationwide.

For many of my countrymen, the American Dream is at stake. For the great states of Maine and New Hampshire, thousands of desperately needed high-quality jobs are threatened. There is so much to lose by closing the Portsmouth Naval Shipyard and so little (if anything) to gain. Please take a moment and think of what appears to be an insignificant savings vs. a devastating blow to the Shipyard's workers and to the Seacoast economy.

Sincerely,



Thomas Horigan

BRAC Commission

AUG 01 2005

Received

Thomas Horigan  
50 Darcy Road  
York, ME 03909

(207) 363-6879

28 July 2005

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

Dear Honorable Chairman Hansen:

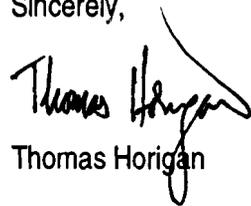
The closing of Portsmouth Naval Shipyard will affect thousands of families, hundreds of local businesses, and our entire local economy. I understand how this process may affect the people I work with, my family, and myself, but my concerns also include the trend our nation's work force has seen over the past few decades of good jobs disappearing from this country.

The majority of the Shipyard's work force are blue-collar production workers. This group performs the highly technical, physical work involved with submarine overhaul and repair. These dedicated patriots have brought our Shipyard the highest recognition and praise from top military officials. These hardworking employees represent a dying breed in this country whose previous generations built our highways, bridges and city skylines. These men and women all earn an honest wage and receive excellent benefits.

At one time, the American Dream of home ownership could be achieved if you worked full time. This is no longer the case, and as good paying blue-collar jobs continue to vanish from this country, fewer and fewer people are able to realize that dream. This round of base closures will further exacerbate this trend as tens of thousands of good paying jobs are eliminated nationwide.

For many of my countrymen, the American Dream is at stake. For the great states of Maine and New Hampshire, thousands of desperately needed high-quality jobs are threatened. There is so much to lose by closing the Portsmouth Naval Shipyard and so little (if anything) to gain. Please take a moment and think of what appears to be an insignificant savings vs. a devastating blow to the Shipyard's workers and to the Seacoast economy.

Sincerely,



Thomas Horigan

July 27, 2005

BRAC Commission

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

AUG 01 2005

Received

Dear Mr. Hill:

I urge you to remove Portsmouth Naval Shipyard from the base closure list. As of yesterday, seven of the commissioners have visited Portsmouth and by now must realize what a monumental mistake it would be to close such a superb naval facility. The DOD have delivered their reason for closing Portsmouth, all of which have been refuted by our political delegates from Maine and New Hampshire.

I am proud of my husband, an engineering branch manager, who has worked at "the Yard" for over 22 years. We are proud of the work he and all the shipyard workers have done over the years. They have worked hard to make the yard what it is today. The Navy has continually commended our Shipyard for the valiant work efforts put forth by the workers.

The communities of Southern Maine, the seacoast region of New Hampshire and northern Massachusetts will suffer greatly from the loss of these precious jobs. The shipyard workers are the backbone of this community. They are the coaches, scout leaders, community activists, and school volunteers which make this area one of the most desirable places in the country to live.

Save Our Shipyard! The commission has the future of many families in their hands. If you review all the facts, then you will have no choice but to remove Portsmouth Naval Shipyard from your list.

Thank you for your time,



Mary Horigan

BRAC Commission

AUG 01 2005

Received

Thomas Horigan  
50 Darcy Road  
York, ME 03909

(207) 363-6879

28 July 2005

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

Dear Honorable Chairman Gehman:

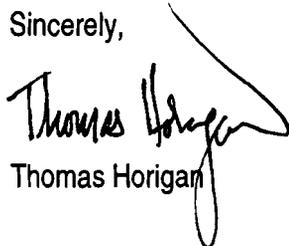
The closing of Portsmouth Naval Shipyard will affect thousands of families, hundreds of local businesses, and our entire local economy. I understand how this process may affect the people I work with, my family, and myself, but my concerns also include the trend our nation's work force has seen over the past few decades of good jobs disappearing from this country.

The majority of the Shipyard's work force are blue-collar production workers. This group performs the highly technical, physical work involved with submarine overhaul and repair. These dedicated patriots have brought our Shipyard the highest recognition and praise from top military officials. These hardworking employees represent a dying breed in this country whose previous generations built our highways, bridges and city skylines. These men and women all earn an honest wage and receive excellent benefits.

At one time, the American Dream of home ownership could be achieved if you worked full time. This is no longer the case, and as good paying blue-collar jobs continue to vanish from this country, fewer and fewer people are able to realize that dream. This round of base closures will further exacerbate this trend as tens of thousands of good paying jobs are eliminated nationwide.

For many of my countrymen, the American Dream is at stake. For the great states of Maine and New Hampshire, thousands of desperately needed high-quality jobs are threatened. There is so much to lose by closing the Portsmouth Naval Shipyard and so little (if anything) to gain. Please take a moment and think of what appears to be an insignificant savings vs. a devastating blow to the Shipyard's workers and to the Seacoast economy.

Sincerely,

  
Thomas Horigan

BRAC Commission

AUG 01 2005

Received

July 27, 2005

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

Dear Ms. Turner:

I urge you to remove Portsmouth Naval Shipyard from the base closure list. As of yesterday, seven of the commissioners have visited Portsmouth and by now must realize what a monumental mistake it would be to close such a superb naval facility. The DOD have delivered their reason for closing Portsmouth, all of which have been refuted by our political delegates from Maine and New Hampshire.

I am proud of my husband, an engineering branch manager, who has worked at "the Yard" for over 22 years. We are proud of the work he and all the shipyard workers have done over the years. They have worked hard to make the yard what it is today. The Navy has continually commended our Shipyard for the valiant work efforts put forth by the workers.

The communities of Southern Maine, the seacoast region of New Hampshire and northern Massachusetts will suffer greatly from the loss of these precious jobs. The shipyard workers are the backbone of this community. They are the coaches, scout leaders, community activists, and school volunteers which make this area one of the most desirable places in the country to live.

Save Our Shipyard! The commission has the future of many families in their hands. If you review all the facts, then you will have no choice but to remove Portsmouth Naval Shipyard from your list.

Thank you for your time,

  
Mary Horigan

BRAC Commission

July 27, 2005

AUG 01 2005

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

Received

Dear Mr. Skinner:

I urge you to remove Portsmouth Naval Shipyard from the base closure list. As of yesterday, seven of the commissioners have visited Portsmouth and by now must realize what a monumental mistake it would be to close such a superb naval facility. The DOD have delivered their reason for closing Portsmouth, all of which have been refuted by our political delegates from Maine and New Hampshire.

I am proud of my husband, an engineering branch manager, who has worked at "the Yard" for over 22 years. We are proud of the work he and all the shipyard workers have done over the years. They have worked hard to make the yard what it is today. The Navy has continually commended our Shipyard for the valiant work efforts put forth by the workers.

The communities of Southern Maine, the seacoast region of New Hampshire and northern Massachusetts will suffer greatly from the loss of these precious jobs. The shipyard workers are the backbone of this community. They are the coaches, scout leaders, community activists, and school volunteers which make this area one of the most desirable places in the country to live.

Save Our Shipyard! The commission has the future of many families in their hands. If you review all the facts, then you will have no choice but to remove Portsmouth Naval Shipyard from your list.

Thank you for your time,



Mary Horigan

---

BRAC Commission

July 27, 2005

**AUG 01 2005**

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

Received

Dear Mr. Coyle:

I urge you to remove Portsmouth Naval Shipyard from the base closure list. As of yesterday, seven of the commissioners have visited Portsmouth and by now must realize what a monumental mistake it would be to close such a superb naval facility. The DOD have delivered their reason for closing Portsmouth, all of which have been refuted by our political delegates from Maine and New Hampshire.

I am proud of my husband, an engineering branch manager, who has worked at "the Yard" for over 22 years. We are proud of the work he and all the shipyard workers have done over the years. They have worked hard to make the yard what it is today. The Navy has continually commended our Shipyard for the valiant work efforts put forth by the workers.

The communities of Southern Maine, the seacoast region of New Hampshire and northern Massachusetts will suffer greatly from the loss of these precious jobs. The shipyard workers are the backbone of this community. They are the coaches, scout leaders, community activists, and school volunteers which make this area one of the most desirable places in the country to live.

Save Our Shipyard! The commission has the future of many families in their hands. If you review all the facts, then you will have no choice but to remove Portsmouth Naval Shipyard from your list.

Thank you for your time,

A handwritten signature in black ink, appearing to read "Mary Horigan", with a long horizontal line extending to the right.

Mary Horigan

BRAC Commission

AUG 01 2005

Received

July 27, 2005

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

Dear Mr. Hansen:

I urge you to remove Portsmouth Naval Shipyard from the base closure list. As of yesterday, seven of the commissioners have visited Portsmouth and by now must realize what a monumental mistake it would be to close such a superb naval facility. The DOD have delivered their reason for closing Portsmouth, all of which have been refuted by our political delegates from Maine and New Hampshire.

I am proud of my husband, an engineering branch manager, who has worked at "the Yard" for over 22 years. We are proud of the work he and all the shipyard workers have done over the years. They have worked hard to make the yard what it is today. The Navy has continually commended our Shipyard for the valiant work efforts put forth by the workers.

The communities of Southern Maine, the seacoast region of New Hampshire and northern Massachusetts will suffer greatly from the loss of these precious jobs. The shipyard workers are the backbone of this community. They are the coaches, scout leaders, community activists, and school volunteers which make this area one of the most desirable places in the country to live.

Save Our Shipyard! The commission has the future of many families in their hands. If you review all the facts, then you will have no choice but to remove Portsmouth Naval Shipyard from your list.

Thank you for your time,



Mary Horigan

Thomas Horigan  
50 Darcy Road  
York, ME 03909

(207) 363-6879

28 July 2005

BRAC Commission

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

AUG 01 2005

Received

Dear Honorable Chairman Skinner:

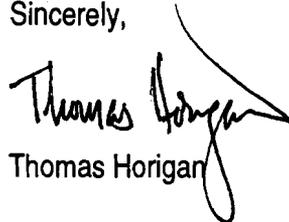
The closing of Portsmouth Naval Shipyard will affect thousands of families, hundreds of local businesses, and our entire local economy. I understand how this process may affect the people I work with, my family, and myself, but my concerns also include the trend our nation's work force has seen over the past few decades of good jobs disappearing from this country.

The majority of the Shipyard's work force are blue-collar production workers. This group performs the highly technical, physical work involved with submarine overhaul and repair. These dedicated patriots have brought our Shipyard the highest recognition and praise from top military officials. These hardworking employees represent a dying breed in this country whose previous generations built our highways, bridges and city skylines. These men and women all earn an honest wage and receive excellent benefits.

At one time, the American Dream of home ownership could be achieved if you worked full time. This is no longer the case, and as good paying blue-collar jobs continue to vanish from this country, fewer and fewer people are able to realize that dream. This round of base closures will further exacerbate this trend as tens of thousands of good paying jobs are eliminated nationwide.

For many of my countrymen, the American Dream is at stake. For the great states of Maine and New Hampshire, thousands of desperately needed high-quality jobs are threatened. There is so much to lose by closing the Portsmouth Naval Shipyard and so little (if anything) to gain. Please take a moment and think of what appears to be an insignificant savings vs. a devastating blow to the Shipyard's workers and to the Seacoast economy.

Sincerely,



Thomas Horigan

Dear Commissioner Hansen

AUG 01 2005

I write to you in support of removing Portsmouth Naval Shipyard from the list of bases to be closed. Facts surrounding the questionable data the DoD used to show excess capacity, added to the undeniable cost, quality, safety and schedule issues and importance of the knowledge and culture Portsmouth employees have which are so important to the military value of Portsmouth. Portsmouth is the best.

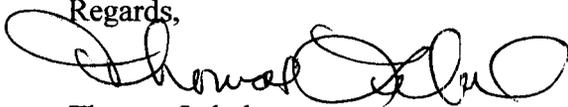
Portsmouth cannot be reconstituted if closed. Most of the Portsmouth employees won't move out of New England to fill gaps in other shipyards. Portsmouth skills, knowledge and Naval history will be gone forever. Backlogs in work for other drydocks will exist, and the preparedness of our Naval force will be reduced. This is not something I, as a US taxpayer, am willing to accept.

If Ford had 4 plants, 3 that built cars and trucks and 1 that specialized in trucks, but was the absolute best at trucks; Ford wouldn't consider closing that plant, in fact they'd be adding truck work to that plant to maximize their cost, quality, safety and schedule. Portsmouth is the Ford truck plant. It would be ridiculous for a company to close their best plant. Perhaps instead of closing Portsmouth, the DoD should be sending more work to Portsmouth, getting the best from them, and allowing the other yards to try and improve by concentrating on improving to meet Portsmouth standards.

As you see, I believe in Portsmouth, in fact I've dedicated my career to Portsmouth. I have given my all to help Portsmouth be number one, and deliver the best to our Naval submarine forces. Just as Lance Armstrong wears yellow for being number one, so does Portsmouth.

Removing Portsmouth from closure is the right choice. Thank you for your time.

Regards,



Thomas Lebel  
PNS Webmaster

AUG 01 2005

Dear Commissioner Gehman

Received

I write to you in support of removing Portsmouth Naval Shipyard from the list of bases to be closed. Facts surrounding the questionable data the DoD used to show excess capacity, added to the undeniable cost, quality, safety and schedule issues and importance of the knowledge and culture Portsmouth employees have which are so important to the military value of Portsmouth. Portsmouth is the best.

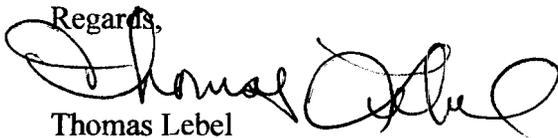
Portsmouth cannot be reconstituted if closed. Most of the Portsmouth employees won't move out of New England to fill gaps in other shipyards. Portsmouth skills, knowledge and Naval history will be gone forever. Backlogs in work for other drydocks will exist, and the preparedness of our Naval force will be reduced. This is not something I, as a US taxpayer, am willing to accept.

If Ford had 4 plants, 3 that built cars and trucks and 1 that specialized in trucks, but was the absolute best at trucks; Ford wouldn't consider closing that plant, in fact they'd be adding truck work to that plant to maximize their cost, quality, safety and schedule. Portsmouth is the Ford truck plant. It would be ridiculous for a company to close their best plant. Perhaps instead of closing Portsmouth, the DoD should be sending more work to Portsmouth, getting the best from them, and allowing the other yards to try and improve by concentrating on improving to meet Portsmouth standards.

As you see, I believe in Portsmouth, in fact I've dedicated my career to Portsmouth. I have given my all to help Portsmouth be number one, and deliver the best to our Naval submarine forces. Just as Lance Armstrong wears yellow for being number one, so does Portsmouth.

Removing Portsmouth from closure is the right choice. Thank you for your time.

Regards,

A handwritten signature in black ink, appearing to read 'Thomas Lebel', written over a horizontal line.

Thomas Lebel  
PNS Webmaster

AUG 01 2005

Dear Commissioner Hill

Received

I write to you in support of removing Portsmouth Naval Shipyard from the list of bases to be closed. Facts surrounding the questionable data the DoD used to show excess capacity, added to the undeniable cost, quality, safety and schedule issues and importance of the knowledge and culture Portsmouth employees have which are so important to the military value of Portsmouth. Portsmouth is the best.

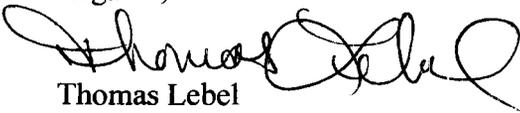
Portsmouth cannot be reconstituted if closed. Most of the Portsmouth employees won't move out of New England to fill gaps in other shipyards. Portsmouth skills, knowledge and Naval history will be gone forever. Backlogs in work for other drydocks will exist, and the preparedness of our Naval force will be reduced. This is not something I, as a US taxpayer, am willing to accept.

If Ford had 4 plants, 3 that built cars and trucks and 1 that specialized in trucks, but was the absolute best at trucks; Ford wouldn't consider closing that plant, in fact they'd be adding truck work to that plant to maximize their cost, quality, safety and schedule. Portsmouth is the Ford truck plant. It would be ridiculous for a company to close their best plant. Perhaps instead of closing Portsmouth, the DoD should be sending more work to Portsmouth, getting the best from them, and allowing the other yards to try and improve by concentrating on improving to meet Portsmouth standards.

As you see, I believe in Portsmouth, in fact I've dedicated my career to Portsmouth. I have given my all to help Portsmouth be number one, and deliver the best to our Naval submarine forces. Just as Lance Armstrong wears yellow for being number one, so does Portsmouth.

Removing Portsmouth from closure is the right choice. Thank you for your time.

Regards,



Thomas Lebel  
PNS Webmaster

AUG 01 2005

Dear Commissioner Turner

Received

I write to you in support of removing Portsmouth Naval Shipyard from the list of bases to be closed. Facts surrounding the questionable data the DoD used to show excess capacity, added to the undeniable cost, quality, safety and schedule issues and importance of the knowledge and culture Portsmouth employees have which are so important to the military value of Portsmouth. Portsmouth is the best.

Portsmouth cannot be reconstituted if closed. Most of the Portsmouth employees won't move out of New England to fill gaps in other shipyards. Portsmouth skills, knowledge and Naval history will be gone forever. Backlogs in work for other drydocks will exist, and the preparedness of our Naval force will be reduced. This is not something I, as a US taxpayer, am willing to accept.

If Ford had 4 plants, 3 that built cars and trucks and 1 that specialized in trucks, but was the absolute best at trucks; Ford wouldn't consider closing that plant, in fact they'd be adding truck work to that plant to maximize their cost, quality, safety and schedule. Portsmouth is the Ford truck plant. It would be ridiculous for a company to close their best plant. Perhaps instead of closing Portsmouth, the DoD should be sending more work to Portsmouth, getting the best from them, and allowing the other yards to try and improve by concentrating on improving to meet Portsmouth standards.

As you see, I believe in Portsmouth, in fact I've dedicated my career to Portsmouth. I have given my all to help Portsmouth be number one, and deliver the best to our Naval submarine forces. Just as Lance Armstrong wears yellow for being number one, so does Portsmouth.

Removing Portsmouth from closure is the right choice. Thank you for your time.

Regards,



Thomas Lebel  
PNS Webmaster

Dear Commissioner Coyle

AUG 01 2005

I write to you in support of removing Portsmouth Naval Shipyard from the <sup>Received</sup> list of bases to be closed. Facts surrounding the questionable data the DoD used to show excess capacity, added to the undeniable cost, quality, safety and schedule issues and importance of the knowledge and culture Portsmouth employees have which are so important to the military value of Portsmouth. Portsmouth is the best.

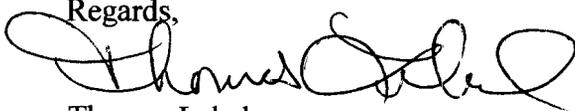
Portsmouth cannot be reconstituted if closed. Most of the Portsmouth employees won't move out of New England to fill gaps in other shipyards. Portsmouth skills, knowledge and Naval history will be gone forever. Backlogs in work for other drydocks will exist, and the preparedness of our Naval force will be reduced. This is not something I, as a US taxpayer, am willing to accept.

If Ford had 4 plants, 3 that built cars and trucks and 1 that specialized in trucks, but was the absolute best at trucks; Ford wouldn't consider closing that plant, in fact they'd be adding truck work to that plant to maximize their cost, quality, safety and schedule. Portsmouth is the Ford truck plant. It would be ridiculous for a company to close their best plant. Perhaps instead of closing Portsmouth, the DoD should be sending more work to Portsmouth, getting the best from them, and allowing the other yards to try and improve by concentrating on improving to meet Portsmouth standards.

As you see, I believe in Portsmouth, in fact I've dedicated my career to Portsmouth. I have given my all to help Portsmouth be number one, and deliver the best to our Naval submarine forces. Just as Lance Armstrong wears yellow for being number one, so does Portsmouth.

Removing Portsmouth from closure is the right choice. Thank you for your time.

Regards,



Thomas Lebel  
PNS Webmaster

Date: July 28, 2005

BRAC Commission

Dear BRAC Commisioners,

AUG 01 2005

Please don't make the mistake of closing Portsmouth Naval Shipyard, the best nuclear naval shipyard in the world. What you will lose in cost savings, quality and time it takes to get our submarines back at sea will only be felt too late. If Portsmouth Naval Shipyard is closed, you will never get back the expertise, the work ethic of this fine group of engineers and workers, or the performance our Navy is reaping the benefits of now. It is impossible to recreate the valuable service of this shipyard or mete out to other shipyards what Portsmouth is able to do. The data shows how the sub fleet will suffer if Portsmouth Naval Shipyard is closed. Years down the road, it will be too late to take back this critical mistake.

It is because of the past performance of Portsmouth Naval Shipyard in large part we have the strongest sub fleet in the world. But other countries are in strong competition as you know, and their fleets will inevitably gain on us if we make such a huge mistake closing this shipyard forever.

Americans are ever fearful of base closings as a rule. This shipyard being on the closure list would completely justify their fears. I'm all for defense budget cuts where necessary, but closing Portsmouth will actually greatly hurt our defense both monetarily in the hundreds of millions and in readiness.

Thank you for your consideration and most of all for your hard work on this commission.

Kierstyn Richards-Fahey, a concerned citizen

A handwritten signature in cursive script that reads "Kierstyn Richards-Fahey". The signature is written in dark ink and is positioned below the typed name.

DON'T DRINK AND DRIVE  
PROSIBU'S

KYLE KRUSO #7

Pop + Snow Fun

VA SHIP

AUG 01 2005

Received

Dear President Bush,

Please save our shipyard because i like living in Maine.  
Plus A lot of people would lose there job. Also my dad  
lose his job .If the ship yard closes the tax will go up.  
the stores will lose money because people will have to  
move away or people can't find jobs.

Sincerly'  
Samantha Kruse

DEOR PROS UP DEANT BUSH  
YARD. VE OF RSH  
to move and I want  
in a car & book  
box.

KY10 KRUSE

POFFSMOUTH #1

PROSIDI DON'T UR SHIP TARD'S  
PRASA'S



KYIE KRUSSO #7

BRIOPT SHNOU TH

BRAC NA VA SHIP

PARC Commission

AUG 01 2005

Received

Dear President Bush,

Please save our shipyard because i like living in Maine.  
Plus A lot of people would lose there job. Also my dad  
lose his job .If the ship yard closes the tax will go up.  
the stores will lose money because people will have to  
move away or people can't find jobs.

Sincerly'  
Samantha Kruse

DEOR PRES  
S A VE OF PRES  
RD. I port want  
to move and live  
in a car park  
box.

KY10 KRUSE

POFFSMOUTH #1

PRESIDENT DONORSHIP BOARD SH

KYLE KRUSSE #7

BRAC DONORSHIP BOARD

BRAC

BRAC Commission

AUG 01 2005

Received

Dear President Bush,

Please save our shipyard because i like living in Maine.  
Plus A lot of people would lose there job. Also my dad  
lose his job .If the ship yard closes the tax will go up.  
the stores will lose money because people will have to  
move away or people can't find jobs.

Sincerly'  
Samantha Kruse

DEOR PRESENT BUSH  
YARD. THE SHIP  
to move and want  
in a car park  
box.

KY10 KRUSE

POFFSMOUTH #1

PROSIT DON'T DR SHIPYARD'S  
SIT



KYLE KRUSO #7

pop + snow fun

BR Y C VA VA SHIPYARD

RAMMADISSI

AUG 01 2005

Received

1

Dear President Bush,

Please save our shipyard because i like living in Maine.  
Plus A lot of people would lose there job. Also my dad  
lose his job .If the ship yard closes the tax will go up.  
the stores will lose money because people will have to  
move away or people can't find jobs.

Sincerly'  
Samantha Kruse

DEAR PRESIDENT BUSH  
I READ YOUR SPEECH  
AND I WANT  
TO MOVE FORWARD  
IN A CAREER  
BOOKING  
BOX.

KY10 KRUSE

POFF SMOUTH #1

DONORSHIP BOARD'S  
ADDRESS



KYLE KRUSO #7

REPORT SMOUT ON  
NEXT VA SHOOT

BRACCO Mission

Received

2005

Dear President Bush,

Please save our shipyard because i like living in Maine.  
Plus A lot of people would lose there job. Also my dad  
lose his job .If the ship yard closes the tax will go up.  
the stores will lose money because people will have to  
move away or people can't find jobs.

Sincerely'  
Samantha Kruse

DEAR PRESIDENT BUSH  
I AM SURE YOU WANT  
TO MOVE AND LIVE  
IN A CARPORT  
BOX.

KYLE KRUSE

POFFSMOUTH #1

PROSIDENT DON + DR SHIPYARD ST  
PRES

KYLE KRUSRE #

DR. POPT SMOUTH  
DR. A MAVAI SHIPYARD

BAC Commission

AUG 01 2005

Received

Dear President Bush,

Please save our shipyard because i like living in Maine.  
Plus A lot of people would lose there job. Also my dad  
lose his job .If the ship yard closes the tax will go up.  
the stores will lose money because people will have to  
move away or people can't find jobs.

Sincerely'  
Samantha Kruse

DEAR PRESIDENT BUSH  
I AM HERE WITH YOU  
TO MOVE FORWARD  
IN OUR JOINT  
BOX.

KYLE KRUSE

POFFSMOUTH #1

87 Prospect Street  
Biddeford, ME 04005

BRAC Commission

July 28, 2005

AUG 01 2005

Received

Reference: Save Our Shipyard

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

Dear Commissioner Gehman,

I have been an employee at PNSY for four years. I started out in the Paint Shop, painting/sandblasting the submarines in August of 2001, until becoming promoted in the Supply Department in November of 2004. During my four years there, I have to say that I am amazed at the performance and capabilities of our work staff. Not only do we continuously improve our records, we manage to do quality work in providing the U.S. Navy with a superior submarine fleet above and beyond our competitors both public and private.

There is a work ethic instilled in the people of New England that is unmatched anywhere in the country. We in Portsmouth, take pride in the work that we do and it shows year after year with the savings back to the Navy and the accommodations that we are awarded. We have a great working relation with management and unions, allowing us to focus on our tasks at hand and as a result, serving our Navy with the best Submarines in the world.

We are the oldest shipyard in the country, but we are also the best. The records speak for themselves. For those reasons alone, I feel it would be a great loss to the Nation and the Navy if this facility were to close. Our national security depends on the work that we do each and every day and we are sure to do our part to the best of our abilities.

Respectfully,



Paulette M. Moreau  
Supply Technician  
Portsmouth Naval Shipyard

87 Prospect Street  
Biddeford, ME 04005

July 28, 2005

BRAC Commission

Reference: Save Our Shipyard

AUG 01 2005

Received 

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

Dear Commissioner Skinner,

I have been an employee at PNSY for four years. I started out in the Paint Shop, painting/sandblasting the submarines in August of 2001, until becoming promoted in the Supply Department in November of 2004. During my four years there, I have to say that I am amazed at the performance and capabilities of our work staff. Not only do we continuously improve our records, we manage to do quality work in providing the U.S. Navy with a superior submarine fleet above and beyond our competitors both public and private.

There is a work ethic instilled in the people of New England that is unmatched anywhere in the country. We in Portsmouth, take pride in the work that we do and it shows year after year with the savings back to the Navy and the accommodations that we are awarded. We have a great working relation with management and unions, allowing us to focus on our tasks at hand and as a result, serving our Navy with the best Submarines in the world.

We are the oldest shipyard in the country, but we are also the best. The records speak for themselves. For those reasons alone, I feel it would be a great loss to the Nation and the Navy if this facility were to close. Our national security depends on the work that we do each and every day and we are sure to do our part to the best of our abilities.

Respectfully,

*Paulette M. Moreau*

Paulette M. Moreau  
Supply Technician  
Portsmouth Naval Shipyard

87 Prospect Street  
Biddeford, ME 04005

July 28, 2005

Reference: Save Our Shipyard

BRAC Commission

AUG 01 2005

Received

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

Dear Commissioner Turner,

I have been an employee at PNSY for four years. I started out in the Paint Shop, painting/sandblasting the submarines in August of 2001, until becoming promoted in the Supply Department in November of 2004. During my four years there, I have to say that I am amazed at the performance and capabilities of our work staff. Not only do we continuously improve our records, we manage to do quality work in providing the U.S. Navy with a superior submarine fleet above and beyond our competitors both public and private.

There is a work ethic instilled in the people of New England that is unmatched anywhere in the country. We in Portsmouth, take pride in the work that we do and it shows year after year with the savings back to the Navy and the accommodations that we are awarded. We have a great working relation with management and unions, allowing us to focus on our tasks at hand and as a result, serving our Navy with the best Submarines in the world.

We are the oldest shipyard in the country, but we are also the best. The records speak for themselves. For those reasons alone, I feel it would be a great loss to the Nation and the Navy if this facility were to close. Our national security depends on the work that we do each and every day and we are sure to do our part to the best of our abilities.

Respectfully,



Paulette M. Moreau  
Supply Technician  
Portsmouth Naval Shipyard

BRAC Commission

AUG 01 2005

Received

87 Prospect Street  
Biddeford, ME 04005

July 28, 2005

Reference: Save Our Shipyard

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

Dear Commissioner Newton,

I have been an employee at PNSY for four years. I started out in the Paint Shop, painting/sandblasting the submarines in August of 2001, until becoming promoted in the Supply Department in November of 2004. During my four years there, I have to say that I am amazed at the performance and capabilities of our work staff. Not only do we continuously improve our records, we manage to do quality work in providing the U.S. Navy with a superior submarine fleet above and beyond our competitors both public and private.

There is a work ethic instilled in the people of New England that is unmatched anywhere in the country. We in Portsmouth, take pride in the work that we do and it shows year after year with the savings back to the Navy and the accommodations that we are awarded. We have a great working relation with management and unions, allowing us to focus on our tasks at hand and as a result, serving our Navy with the best Submarines in the world.

We are the oldest shipyard in the country, but we are also the best. The records speak for themselves. For those reasons alone, I feel it would be a great loss to the Nation and the Navy if this facility were to close. Our national security depends on the work that we do each and every day and we are sure to do our part to the best of our abilities.

Respectfully,



Paulette M. Moreau  
Supply Technician  
Portsmouth Naval Shipyard

87 Prospect Street  
Biddeford, ME 04005

BRAC Commission

July 28, 2005

AUG 01 2005

Reference: Save Our Shipyard

Received

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

Dear Commissioner Coyle,

I have been an employee at PNSY for four years. I started out in the Paint Shop, painting/sandblasting the submarines in August of 2001, until becoming promoted in the Supply Department in November of 2004. During my four years there, I have to say that I am amazed at the performance and capabilities of our work staff. Not only do we continuously improve our records, we manage to do quality work in providing the U.S. Navy with a superior submarine fleet above and beyond our competitors both public and private.

There is a work ethic instilled in the people of New England that is unmatched anywhere in the country. We in Portsmouth, take pride in the work that we do and it shows year after year with the savings back to the Navy and the accommodations that we are awarded. We have a great working relation with management and unions, allowing us to focus on our tasks at hand and as a result, serving our Navy with the best Submarines in the world.

We are the oldest shipyard in the country, but we are also the best. The records speak for themselves. For those reasons alone, I feel it would be a great loss to the Nation and the Navy if this facility were to close. Our national security depends on the work that we do each and every day and we are sure to do our part to the best of our abilities.

Respectfully,



Paulette M. Moreau  
Supply Technician  
Portsmouth Naval Shipyard

87 Prospect Street  
Biddeford, ME 04005

BRAC Commission

July 28, 2005

**AUG 01 2005**

Reference: Save Our Shipyard

Received

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

Dear Commissioner Bilbray,

I have been an employee at PNSY for four years. I started out in the Paint Shop, painting/sandblasting the submarines in August of 2001, until becoming promoted in the Supply Department in November of 2004. During my four years there, I have to say that I am amazed at the performance and capabilities of our work staff. Not only do we continuously improve our records, we manage to do quality work in providing the U.S. Navy with a superior submarine fleet above and beyond our competitors both public and private.

There is a work ethic instilled in the people of New England that is unmatched anywhere in the country. We in Portsmouth, take pride in the work that we do and it shows year after year with the savings back to the Navy and the accommodations that we are awarded. We have a great working relation with management and unions, allowing us to focus on our tasks at hand and as a result, serving our Navy with the best Submarines in the world.

We are the oldest shipyard in the country, but we are also the best. The records speak for themselves. For those reasons alone, I feel it would be a great loss to the Nation and the Navy if this facility were to close. Our national security depends on the work that we do each and every day and we are sure to do our part to the best of our abilities.

Respectfully,



Paulette M. Moreau  
Supply Technician  
Portsmouth Naval Shipyard

87 Prospect Street  
Biddeford, ME 04005

July 28, 2005

Reference: Save Our Shipyard

BRAC Commission

AUG 01 2005

Received

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

Dear Commissioner Hill,

I have been an employee at PNSY for four years. I started out in the Paint Shop, painting/sandblasting the submarines in August of 2001, until becoming promoted in the Supply Department in November of 2004. During my four years there, I have to say that I am amazed at the performance and capabilities of our work staff. Not only do we continuously improve our records, we manage to do quality work in providing the U.S. Navy with a superior submarine fleet above and beyond our competitors both public and private.

There is a work ethic instilled in the people of New England that is unmatched anywhere in the country. We in Portsmouth, take pride in the work that we do and it shows year after year with the savings back to the Navy and the accommodations that we are awarded. We have a great working relation with management and unions, allowing us to focus on our tasks at hand and as a result, serving our Navy with the best Submarines in the world.

We are the oldest shipyard in the country, but we are also the best. The records speak for themselves. For those reasons alone, I feel it would be a great loss to the Nation and the Navy if this facility were to close. Our national security depends on the work that we do each and every day and we are sure to do our part to the best of our abilities.

Respectfully,



Paulette M. Moreau  
Supply Technician  
Portsmouth Naval Shipyard

BRAC Commission

General Sue E. Turner  
Defense Base Closure and Realignment Commission  
2521 South Clark St. Suite 600  
Arlington, Va 22202

AUG 01 2005

July 28, 2005  
Received

Dear General Turner,

This letter concerns the closure of Portsmouth Naval Shipyard and the Brunswick Naval Station. The outcomes of such actions on Bath Iron Works, the Maine economy, and the Seacoast economy stand to be quite significant and costly and it is not clear that evidence-based outcomes are being considered. Key however, is America's capacity to take care of itself in the manner it has been doing through history in the short-term, but also in the long-term. This has occurred because work forces have been well trained using past tried and true methods with current innovative cutting edge practices and good support.

These areas of the country are well known to me because some of my family live there and my husband and I plan to move there in the future. However, my interest in this issue is as an American who appreciates the safety and security I feel everyday. I like to believe that it is because we have the best trained military and the equipment that they need. What we can't afford is to compromise on that. Shipyards that operate successfully and as efficiently as Portsmouth do so because of their work history handed down overtime, their experience, and talent. It is unfortunate to undo what is tried and true particularly in these times of unknowns. We have had no shortage of errors on this war on terror. Let's not commit another with consequences of taking down our defenses "sea to shining sea."



Susan Guertin  
16 Singletary Avenue  
Sutton, Ma. 01590

July 27, 2005

BRAC Commission

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

AUG 01 2005

Received

Dear Mr. Bilbray:

I urge you to remove Portsmouth Naval Shipyard from the base closure list. As of yesterday, seven of the commissioners have visited Portsmouth and by now must realize what a monumental mistake it would be to close such a superb naval facility. The DOD have delivered their reason for closing Portsmouth, all of which have been refuted by our political delegates from Maine and New Hampshire.

I am proud of my husband, an engineering branch manager, who has worked at "the Yard" for over 22 years. We are proud of the work he and all the shipyard workers have done over the years. They have worked hard to make the yard what it is today. The Navy has continually commended our Shipyard for the valiant work efforts put forth by the workers.

The communities of Southern Maine, the seacoast region of New Hampshire and northern Massachusetts will suffer greatly from the loss of these precious jobs. The shipyard workers are the backbone of this community. They are the coaches, scout leaders, community activists, and school volunteers which make this area one of the most desirable places in the country to live.

Save Our Shipyard! The commission has the future of many families in their hands. If you review all the facts, then you will have no choice but to remove Portsmouth Naval Shipyard from your list.

Thank you for your time,

A handwritten signature in cursive script, appearing to read "Mary Horigan", followed by a long horizontal flourish.

Mary Horigan

87 Prospect Street  
Biddeford, ME 04005

July 28, 2005

Reference: Save Our Shipyard

BRAC Commission

AUG 01 2005

Received

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

Dear Chairman Principi,

I have been an employee at PNSY for four years. I started out in the Paint Shop, painting/sandblasting the submarines in August of 2001, until becoming promoted in the Supply Department in November of 2004. During my four years there, I have to say that I am amazed at the performance and capabilities of our work staff. Not only do we continuously improve our records, we manage to do quality work in providing the U.S. Navy with a superior submarine fleet above and beyond our competitors both public and private.

There is a work ethic instilled in the people of New England that is unmatched anywhere in the country. We in Portsmouth, take pride in the work that we do and it shows year after year with the savings back to the Navy and the accommodations that we are awarded. We have a great working relation with management and unions, allowing us to focus on our tasks at hand and as a result, serving our Navy with the best Submarines in the world.

We are the oldest shipyard in the country, but we are also the best. The records speak for themselves. For those reasons alone, I feel it would be a great loss to the Nation and the Navy if this facility were to close. Our national security depends on the work that we do each and every day and we are sure to do our part to the best of our abilities.

Respectfully,



Paulette M. Moreau  
Supply Technician  
Portsmouth Naval Shipyard

87 Prospect Street  
Biddeford, ME 04005

July 28, 2005

Reference: Save Our Shipyard

BRAC Commission

**AUG 01 2005**

Received

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

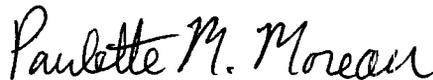
Dear Commissioner Hansen,

I have been an employee at PNSY for four years. I started out in the Paint Shop, painting/sandblasting the submarines in August of 2001, until becoming promoted in the Supply Department in November of 2004. During my four years there, I have to say that I am amazed at the performance and capabilities of our work staff. Not only do we continuously improve our records, we manage to do quality work in providing the U.S. Navy with a superior submarine fleet above and beyond our competitors both public and private.

There is a work ethic instilled in the people of New England that is unmatched anywhere in the country. We in Portsmouth, take pride in the work that we do and it shows year after year with the savings back to the Navy and the accommodations that we are awarded. We have a great working relation with management and unions, allowing us to focus on our tasks at hand and as a result, serving our Navy with the best Submarines in the world.

We are the oldest shipyard in the country, but we are also the best. The records speak for themselves. For those reasons alone, I feel it would be a great loss to the Nation and the Navy if this facility were to close. Our national security depends on the work that we do each and every day and we are sure to do our part to the best of our abilities.

Respectfully,



Paulette M. Moreau  
Supply Technician  
Portsmouth Naval Shipyard

Friday, July 29, 2005

BRAC Commission

The Honorable Anthony J. Principi, Chairman  
2005 Defense Base Closure and Realignment Commission  
2521 S. Clark St., Suite 600  
Arlington, VA 22202

AUG 01 2005

Received 

Dear Chairman Principi:

I am writing to urge you to reject the Air Force plans to ground a third of the Air National Guard (ANG) under the Base Realignment and Closure (BRAC) process. The recommendations made by the Air Force affecting ANG bases are outside the scope of the BRAC process. As hearings held by the Commission and by the House Armed Services Committee (HASC) have proved, these recommendations substantially deviate from published BRAC selection criteria.

I am also concerned about the effects of proposed base closures, both active and reserve component, on my access to health care, commissary, and MWR benefits. DoD did not consider retiree and reserve component populations surrounding military bases in their evaluation and selection of sites for closure. These closures will have a significant impact on my ability to use those benefits that I have earned.

The men and women of our National Guard are playing an increasingly integral role in military operations both domestically and around the world. There is a crisis in recruiting and the potential for one in retention. Closing these facilities would not only force National Guard members to drive farther to drill, it will also, in many cases, take away the missions they have been trained to do and enjoy doing. This will cause yet another drop in morale that the services cannot tolerate at this time.

Please consider these issues carefully as you finalize your recommendations for base closure. I ask that you remove the Air National Guard facilities from the list and make changes to reduce the impact of potential loss of installation-based benefits for National Guard members and retirees. If you have any questions, please contact me or my representative at the Enlisted Association of the National Guard of the United States, 1-800-234-3264.

Sincerely,



Michael K. Hross  
204 East Pond Road  
Oakland, ME 04963

(207) 465-9942

Thomas Horigan  
50 Darcy Road  
York, ME 03909

BRAC Commission

(207) 363-6879

AUG 01 2005

28 July 2005

Received

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

Dear Honorable Chairwoman Turner:

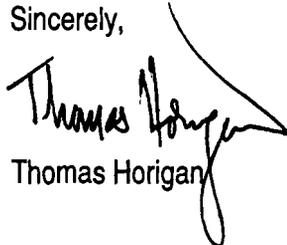
The closing of Portsmouth Naval Shipyard will affect thousands of families, hundreds of local businesses, and our entire local economy. I understand how this process may affect the people I work with, my family, and myself, but my concerns also include the trend our nation's work force has seen over the past few decades of good jobs disappearing from this country.

The majority of the Shipyard's work force are blue-collar production workers. This group performs the highly technical, physical work involved with submarine overhaul and repair. These dedicated patriots have brought our Shipyard the highest recognition and praise from top military officials. These hardworking employees represent a dying breed in this country whose previous generations built our highways, bridges and city skylines. These men and women all earn an honest wage and receive excellent benefits.

At one time, the American Dream of home ownership could be achieved if you worked full time. This is no longer the case, and as good paying blue-collar jobs continue to vanish from this country, fewer and fewer people are able to realize that dream. This round of base closures will further exacerbate this trend as tens of thousands of good paying jobs are eliminated nationwide.

For many of my countrymen, the American Dream is at stake. For the great states of Maine and New Hampshire, thousands of desperately needed high-quality jobs are threatened. There is so much to lose by closing the Portsmouth Naval Shipyard and so little (if anything) to gain. Please take a moment and think of what appears to be an insignificant savings vs. a devastating blow to the Shipyard's workers and to the Seacoast economy.

Sincerely,

  
Thomas Horigan

Thomas Horigan  
50 Darcy Road  
York, ME 03909

BRAC Commission

(207) 363-6879

AUG 01 2005

28 July 2005

Received

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

Dear Honorable Chairman Coyle:

The closing of Portsmouth Naval Shipyard will affect thousands of families, hundreds of local businesses, and our entire local economy. I understand how this process may affect the people I work with, my family, and myself, but my concerns also include the trend our nation's work force has seen over the past few decades of good jobs disappearing from this country.

The majority of the Shipyard's work force are blue-collar production workers. This group performs the highly technical, physical work involved with submarine overhaul and repair. These dedicated patriots have brought our Shipyard the highest recognition and praise from top military officials. These hardworking employees represent a dying breed in this country whose previous generations built our highways, bridges and city skylines. These men and women all earn an honest wage and receive excellent benefits.

At one time, the American Dream of home ownership could be achieved if you worked full time. This is no longer the case, and as good paying blue-collar jobs continue to vanish from this country, fewer and fewer people are able to realize that dream. This round of base closures will further exacerbate this trend as tens of thousands of good paying jobs are eliminated nationwide.

For many of my countrymen, the American Dream is at stake. For the great states of Maine and New Hampshire, thousands of desperately needed high-quality jobs are threatened. There is so much to lose by closing the Portsmouth Naval Shipyard and so little (if anything) to gain. Please take a moment and think of what appears to be an insignificant savings vs. a devastating blow to the Shipyard's workers and to the Seacoast economy.

Sincerely,

  
Thomas Horigan

Thomas Horigan  
50 Darcy Road  
York, ME 03909

(207) 363-6879

28 July 2005

BRAC Commission

AUG 01 2005

Received

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

Dear Honorable Chairman Newton:

The closing of Portsmouth Naval Shipyard will affect thousands of families, hundreds of local businesses, and our entire local economy. I understand how this process may affect the people I work with, my family, and myself, but my concerns also include the trend our nation's work force has seen over the past few decades of good jobs disappearing from this country.

The majority of the Shipyard's work force are blue-collar production workers. This group performs the highly technical, physical work involved with submarine overhaul and repair. These dedicated patriots have brought our Shipyard the highest recognition and praise from top military officials. These hardworking employees represent a dying breed in this country whose previous generations built our highways, bridges and city skylines. These men and women all earn an honest wage and receive excellent benefits.

At one time, the American Dream of home ownership could be achieved if you worked full time. This is no longer the case, and as good paying blue-collar jobs continue to vanish from this country, fewer and fewer people are able to realize that dream. This round of base closures will further exacerbate this trend as tens of thousands of good paying jobs are eliminated nationwide.

For many of my countrymen, the American Dream is at stake. For the great states of Maine and New Hampshire, thousands of desperately needed high-quality jobs are threatened. There is so much to lose by closing the Portsmouth Naval Shipyard and so little (if anything) to gain. Please take a moment and think of what appears to be an insignificant savings vs. a devastating blow to the Shipyard's workers and to the Seacoast economy.

Sincerely,

  
Thomas Horigan

July 29, 2005

BRAC Commission

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

AUG 01 2005

Received

Dear Commissioner Hill:

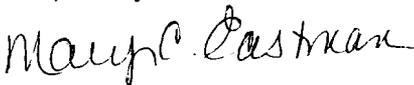
You have been presented with the facts concerning Portsmouth Naval Shipyard. You know that we have the best record, do the best work, the most efficiently and the most economically. You are aware that our work ethic cannot be matched. I'm sure by now that you know our community support is probably one of the highest of the installations you have visited. I won't repeat what hundreds of others before me have already said. I will say that without Portsmouth Naval Shipyard as an active repair facility, the defense of our country will be in jeopardy. Overhaul maintenance of our submarines will become critical. The overhaul schedules in the three remaining shipyards will become more backed up than ever before. To get a submarine back to the fleet on schedule will become a distant memory.

There is no EXCESS CAPACITY. We operate most efficiently with four shipyards, and our country's defense will surely lose if you vote to close Portsmouth Naval Shipyard.

I work in the Logistics Support section of the Nuclear Engineering Code. Our job is to obtain the required material for the Production Shops to perform the overhaul maintenance. We are a dedicated group of individuals. Most of us would probably ride out our remaining days (if closed) and be eligible for retirement. But we DON'T want this!! We want to continue working at a place we have helped become the BEST. We take PRIDE in our jobs and our country.

In closing, I ask that you weigh all the facts fairly, and not be influenced by anything but the facts. Saying that, I know the right thing will be done and PORTSMOUTH NAVAL SHIPYARD WILL REMAIN OPEN.

Respectfully,



Mary C. Eastman

BRAC Commission

July 29, 2005

AUG 01 2005

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

Received

Dear Commissioner Hansen:

You have been presented with the facts concerning Portsmouth Naval Shipyard. You know that we have the best record, do the best work, the most efficiently and the most economically. You are aware that our work ethic cannot be matched. I'm sure by now that you know our community support is probably one of the highest of the installations you have visited. I won't repeat what hundreds of others before me have already said. I will say that without Portsmouth Naval Shipyard as an active repair facility, the defense of our country will be in jeopardy. Overhaul maintenance of our submarines will become critical. The overhaul schedules in the three remaining shipyards will become more backed up than ever before. To get a submarine back to the fleet on schedule will become a distant memory.

There is no EXCESS CAPACITY. We operate most efficiently with four shipyards, and our country's defense will surely lose if you vote to close Portsmouth Naval Shipyard.

I work in the Logistics Support section of the Nuclear Engineering Code. Our job is to obtain the required material for the Production Shops to perform the overhaul maintenance. We are a dedicated group of individuals. Most of us would probably ride out our remaining days (if closed) and be eligible for retirement. But we DON'T want this!! We want to continue working at a place we have helped become the BEST. We take PRIDE in our jobs and our country.

In closing, I ask that you weigh all the facts fairly, and not be influenced by anything but the facts. Saying that, I know the right thing will be done and PORTSMOUTH NAVAL SHIPYARD WILL REMAIN OPEN.

Respectfully,



Mary C. Eastman

July 29, 2005

BRAC Commission

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

**AUG 01 2005**

**Received**

Dear Commissioner Gehman:

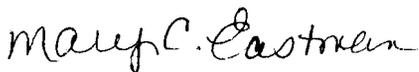
You have been presented with the facts concerning Portsmouth Naval Shipyard. You know that we have the best record, do the best work, the most efficiently and the most economically. You are aware that our work ethic cannot be matched. I'm sure by now that you know our community support is probably one of the highest of the installations you have visited. I won't repeat what hundreds of others before me have already said. I will say that without Portsmouth Naval Shipyard as an active repair facility, the defense of our country will be in jeopardy. Overhaul maintenance of our submarines will become critical. The overhaul schedules in the three remaining shipyards will become more backed up than ever before. To get a submarine back to the fleet on schedule will become a distant memory.

There is no EXCESS CAPACITY. We operate most efficiently with four shipyards, and our country's defense will surely lose if you vote to close Portsmouth Naval Shipyard.

I work in the Logistics Support section of the Nuclear Engineering Code. Our job is to obtain the required material for the Production Shops to perform the overhaul maintenance. We are a dedicated group of individuals. Most of us would probably ride out our remaining days (if closed) and be eligible for retirement. But we DON'T want this!! We want to continue working at a place we have helped become the BEST. We take PRIDE in our jobs and our country.

In closing, I ask that you weigh all the facts fairly, and not be influenced by anything but the facts. Saying that, I know the right thing will be done and PORTSMOUTH NAVAL SHIPYARD WILL REMAIN OPEN.

Respectfully,



Mary C. Eastman

BRAC Commission

July 29, 2005

AUG 01 2005

Received

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

Dear Commissioner Skinner:

You have been presented with the facts concerning Portsmouth Naval Shipyard. You know that we have the best record, do the best work, the most efficiently and the most economically. You are aware that our work ethic cannot be matched. I'm sure by now that you know our community support is probably one of the highest of the installations you have visited. I won't repeat what hundreds of others before me have already said. I will say that without Portsmouth Naval Shipyard as an active repair facility, the defense of our country will be in jeopardy. Overhaul maintenance of our submarines will become critical. The overhaul schedules in the three remaining shipyards will become more backed up than ever before. To get a submarine back to the fleet on schedule will become a distant memory.

There is no EXCESS CAPACITY. We operate most efficiently with four shipyards, and our country's defense will surely lose if you vote to close Portsmouth Naval Shipyard.

I work in the Logistics Support section of the Nuclear Engineering Code. Our job is to obtain the required material for the Production Shops to perform the overhaul maintenance. We are a dedicated group of individuals. Most of us would probably ride out our remaining days (if closed) and be eligible for retirement. But we DON'T want this!! We want to continue working at a place we have helped become the BEST. We take PRIDE in our jobs and our country.

In closing, I ask that you weigh all the facts fairly, and not be influenced by anything but the facts. Saying that, I know the right thing will be done and PORTSMOUTH NAVAL SHIPYARD WILL REMAIN OPEN.

Respectfully,



Mary C. Eastman

Brenda M McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

July 28, 2005

BRAC Commission

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

AUG 01 2005

Received

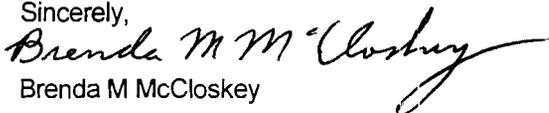
Dear James V. Hansen:

Portsmouth Naval Shipyard is an irreplaceable asset to our nation and our military. I am writing today to encourage you to keep Portsmouth operational and allow this outstanding shipyard to continue to serve America.

At the center of New England, Portsmouth Naval Shipyard provides numerous support services throughout the region. Portsmouth has continually expanded its mission to collaborate with the Coast Guard and provide emergency response support to communities across the region. The shipyard is also one of only four remaining nuclear submarine maintenance facilities in the nation. Portsmouth serves as a foundation for strengthening and fortifying not only New England, but America as a whole.

Our nation's defense rests on leadership, knowledge and commitment. As long as it remains open, Portsmouth Naval Shipyard will continue to deliver these key elements and provide the best support for a secure America.

Sincerely,

  
Brenda M McCloskey

BRAC Commission

AUG 01 2005

Received

Box 407  
YORK HARBOR,  
MAINE  
03911

ATTN:  
SAMUEL SKINNER:

DEAR SIR:

PLEASE REMOVE PORTS-  
MOUTH NAVAL SHIP YARD FROM  
THE CLOSURE LIST. WE ARE  
THE BEST & FASTER THAN THE  
REST.

IT WILL COST MORE \$\$\$  
TO CLOSE THAN TO KEEP US  
OPERATING. GUARD OUR AT-  
LANTIC COAST - WE APPEAR,  
THE U.S.A, TO BE LOSING OUR  
SUPER POWER STATUS. THE  
\$\$\$ DRAIN IS NOT SUBMARINES  
& THEIR MAINTENANCE.

I THANK YOU, SIR.  
SINCERELY,  
[Signature]

July 24, 2005

BRAC Commission

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

AUG 01 2005

Received

Re: Portsmouth Naval Shipyard

Dear Chairman Principi,

We are writing to ask that you, as a member of the BRAC Commission, vote to remove the Portsmouth Naval Shipyard from the Base Closure List.

The Portsmouth Naval Shipyard provides superior performance to the Department of Defense and the citizens of the United States of America through the Shipyards' demonstrated ability to perform high quality work ahead of schedule and under budget. The Navy has recognized the Portsmouth Naval Shipyard multiple times for its excellent performance. Portsmouth Naval Shipyard's superior performance saves taxpayers hundreds of millions of dollars.

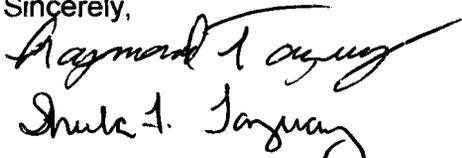
To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens in the event that Norfolk Naval Shipyard is damaged as a result of combat, terrorism or natural disaster?

Both Russia and China are in the process of expanding their submarine fleets. Why would the United States choose to jeopardize our submarine fleet by closing the best performing shipyard in our nation?

Closing the Portsmouth Naval Shipyard does not make strategic or economic sense for our country. Please vote to remove the Portsmouth Naval Shipyard from the Base Closure List and allow the Portsmouth Naval Shipyard to continue serving our country with the best and most cost effective work available.

Thank you for your time and consideration.

Sincerely,



Raymond W. and Sheila F. Tanguay  
5 Glenwood Road  
Hampton Falls, NH 03844

July 24, 2005

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

Re: Portsmouth Naval Shipyard

Dear Commissioner Turner,

We are writing to ask that you, as a member of the BRAC Commission, vote to remove the Portsmouth Naval Shipyard from the Base Closure List.

The Portsmouth Naval Shipyard provides superior performance to the Department of Defense and the citizens of the United States of America through the Shipyards' demonstrated ability to perform high quality work ahead of schedule and under budget. The Navy has recognized the Portsmouth Naval Shipyard multiple times for its excellent performance. Portsmouth Naval Shipyard's superior performance saves taxpayers hundreds of millions of dollars.

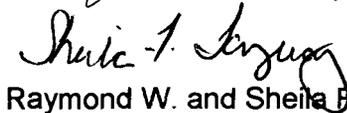
To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens in the event that Norfolk Naval Shipyard is damaged as a result of combat, terrorism or natural disaster?

Both Russia and China are in the process of expanding their submarine fleets. Why would the United States choose to jeopardize our submarine fleet by closing the best performing shipyard in our nation?

Closing the Portsmouth Naval Shipyard does not make strategic or economic sense for our country. Please vote to remove the Portsmouth Naval Shipyard from the Base Closure List and allow the Portsmouth Naval Shipyard to continue serving our country with the best and most cost effective work available.

Thank you for your time and consideration.

Sincerely,



Raymond W. and Sheila B. Tanguay  
5 Glenwood Road  
Hampton Falls, NH 03844

July 24, 2005

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

Re: Portsmouth Naval Shipyard

Dear Commissioner Skinner,

We are writing to ask that you, as a member of the BRAC Commission, vote to remove the Portsmouth Naval Shipyard from the Base Closure List.

The Portsmouth Naval Shipyard provides superior performance to the Department of Defense and the citizens of the United States of America through the Shipyards' demonstrated ability to perform high quality work ahead of schedule and under budget. The Navy has recognized the Portsmouth Naval Shipyard multiple times for its excellent performance. Portsmouth Naval Shipyard's superior performance saves taxpayers hundreds of millions of dollars.

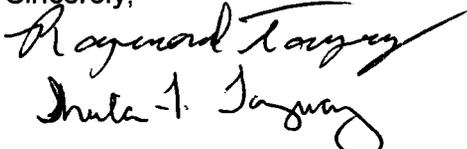
To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens in the event that Norfolk Naval Shipyard is damaged as a result of combat, terrorism or natural disaster?

Both Russia and China are in the process of expanding their submarine fleets. Why would the United States choose to jeopardize our submarine fleet by closing the best performing shipyard in our nation?

Closing the Portsmouth Naval Shipyard does not make strategic or economic sense for our country. Please vote to remove the Portsmouth Naval Shipyard from the Base Closure List and allow the Portsmouth Naval Shipyard to continue serving our country with the best and most cost effective work available.

Thank you for your time and consideration.

Sincerely,



Raymond W. and Sheila F. Tanguay  
5 Glenwood Road  
Hampton Falls, NH 03844

July 24, 2005

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

Re: Portsmouth Naval Shipyard

Dear Commissioner Newton,

We are writing to ask that you, as a member of the BRAC Commission, vote to remove the Portsmouth Naval Shipyard from the Base Closure List.

The Portsmouth Naval Shipyard provides superior performance to the Department of Defense and the citizens of the United States of America through the Shipyards' demonstrated ability to perform high quality work ahead of schedule and under budget. The Navy has recognized the Portsmouth Naval Shipyard multiple times for its excellent performance. Portsmouth Naval Shipyard's superior performance saves taxpayers hundreds of millions of dollars.

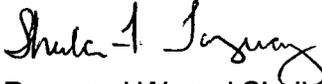
To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens in the event that Norfolk Naval Shipyard is damaged as a result of combat, terrorism or natural disaster?

Both Russia and China are in the process of expanding their submarine fleets. Why would the United States choose to jeopardize our submarine fleet by closing the best performing shipyard in our nation?

Closing the Portsmouth Naval Shipyard does not make strategic or economic sense for our country. Please vote to remove the Portsmouth Naval Shipyard from the Base Closure List and allow the Portsmouth Naval Shipyard to continue serving our country with the best and most cost effective work available.

Thank you for your time and consideration.

Sincerely,

Raymond W. and Sheila F. Tanguay  
5 Glenwood Road  
Hampton Falls, NH 03844

July 24, 2005

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

Re: Portsmouth Naval Shipyard

Dear Commissioner Hill,

We are writing to ask that you, as a member of the BRAC Commission, vote to remove the Portsmouth Naval Shipyard from the Base Closure List.

The Portsmouth Naval Shipyard provides superior performance to the Department of Defense and the citizens of the United States of America through the Shipyards' demonstrated ability to perform high quality work ahead of schedule and under budget. The Navy has recognized the Portsmouth Naval Shipyard multiple times for its excellent performance. Portsmouth Naval Shipyard's superior performance saves taxpayers hundreds of millions of dollars.

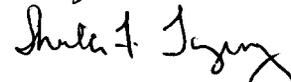
To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens in the event that Norfolk Naval Shipyard is damaged as a result of combat, terrorism or natural disaster?

Both Russia and China are in the process of expanding their submarine fleets. Why would the United States choose to jeopardize our submarine fleet by closing the best performing shipyard in our nation?

Closing the Portsmouth Naval Shipyard does not make strategic or economic sense for our country. Please vote to remove the Portsmouth Naval Shipyard from the Base Closure List and allow the Portsmouth Naval Shipyard to continue serving our country with the best and most cost effective work available.

Thank you for your time and consideration.

Sincerely,



Raymond W. and Sheila F. Tanguay  
5 Glenwood Road  
Hampton Falls, NH 03844

July 24, 2005

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

Re: Portsmouth Naval Shipyard

Dear Commissioner Hansen,

We are writing to ask that you, as a member of the BRAC Commission, vote to remove the Portsmouth Naval Shipyard from the Base Closure List.

The Portsmouth Naval Shipyard provides superior performance to the Department of Defense and the citizens of the United States of America through the Shipyards' demonstrated ability to perform high quality work ahead of schedule and under budget. The Navy has recognized the Portsmouth Naval Shipyard multiple times for its excellent performance. Portsmouth Naval Shipyard's superior performance saves taxpayers hundreds of millions of dollars.

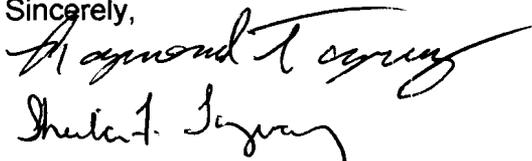
To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens in the event that Norfolk Naval Shipyard is damaged as a result of combat, terrorism or natural disaster?

Both Russia and China are in the process of expanding their submarine fleets. Why would the United States choose to jeopardize our submarine fleet by closing the best performing shipyard in our nation?

Closing the Portsmouth Naval Shipyard does not make strategic or economic sense for our country. Please vote to remove the Portsmouth Naval Shipyard from the Base Closure List and allow the Portsmouth Naval Shipyard to continue serving our country with the best and most cost effective work available.

Thank you for your time and consideration.

Sincerely,



Raymond W. and Sheila F. Tanguay  
5 Glenwood Road  
Hampton Falls, NH 03844

July 24, 2005

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

Re: Portsmouth Naval Shipyard

Dear Commissioner Gehman,

We are writing to ask that you, as a member of the BRAC Commission, vote to remove the Portsmouth Naval Shipyard from the Base Closure List.

The Portsmouth Naval Shipyard provides superior performance to the Department of Defense and the citizens of the United States of America through the Shipyards' demonstrated ability to perform high quality work ahead of schedule and under budget. The Navy has recognized the Portsmouth Naval Shipyard multiple times for its excellent performance. Portsmouth Naval Shipyard's superior performance saves taxpayers hundreds of millions of dollars.

To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens in the event that Norfolk Naval Shipyard is damaged as a result of combat, terrorism or natural disaster?

Both Russia and China are in the process of expanding their submarine fleets. Why would the United States choose to jeopardize our submarine fleet by closing the best performing shipyard in our nation?

Closing the Portsmouth Naval Shipyard does not make strategic or economic sense for our country. Please vote to remove the Portsmouth Naval Shipyard from the Base Closure List and allow the Portsmouth Naval Shipyard to continue serving our country with the best and most cost effective work available.

Thank you for your time and consideration.

Sincerely,



Raymond W. and Sheila F. Tanguay  
5 Glenwood Road  
Hampton Falls, NH 03844

July 24, 2005

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

Re: Portsmouth Naval Shipyard

Dear Commissioner Coyle,

We are writing to ask that you, as a member of the BRAC Commission, vote to remove the Portsmouth Naval Shipyard from the Base Closure List.

The Portsmouth Naval Shipyard provides superior performance to the Department of Defense and the citizens of the United States of America through the Shipyards' demonstrated ability to perform high quality work ahead of schedule and under budget. The Navy has recognized the Portsmouth Naval Shipyard multiple times for its excellent performance. Portsmouth Naval Shipyard's superior performance saves taxpayers hundreds of millions of dollars.

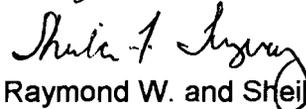
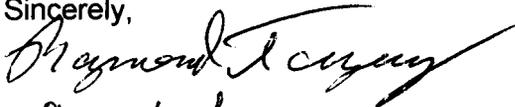
To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens in the event that Norfolk Naval Shipyard is damaged as a result of combat, terrorism or natural disaster?

Both Russia and China are in the process of expanding their submarine fleets. Why would the United States choose to jeopardize our submarine fleet by closing the best performing shipyard in our nation?

Closing the Portsmouth Naval Shipyard does not make strategic or economic sense for our country. Please vote to remove the Portsmouth Naval Shipyard from the Base Closure List and allow the Portsmouth Naval Shipyard to continue serving our country with the best and most cost effective work available.

Thank you for your time and consideration.

Sincerely,



Raymond W. and Sheila F. Tanguay  
5 Glenwood Road  
Hampton Falls, NH 03844

July 24, 2005

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

Re: Portsmouth Naval Shipyard

Dear Commissioner Bilbray,

We are writing to ask that you, as a member of the BRAC Commission, vote to remove the Portsmouth Naval Shipyard from the Base Closure List.

The Portsmouth Naval Shipyard provides superior performance to the Department of Defense and the citizens of the United States of America through the Shipyards' demonstrated ability to perform high quality work ahead of schedule and under budget. The Navy has recognized the Portsmouth Naval Shipyard multiple times for its excellent performance. Portsmouth Naval Shipyard's superior performance saves taxpayers hundreds of millions of dollars.

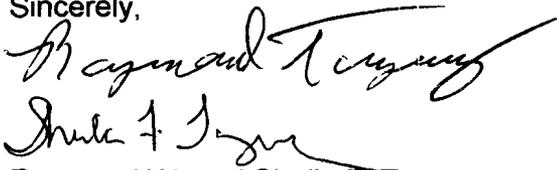
To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens in the event that Norfolk Naval Shipyard is damaged as a result of combat, terrorism or natural disaster?

Both Russia and China are in the process of expanding their submarine fleets. Why would the United States choose to jeopardize our submarine fleet by closing the best performing shipyard in our nation?

Closing the Portsmouth Naval Shipyard does not make strategic or economic sense for our country. Please vote to remove the Portsmouth Naval Shipyard from the Base Closure List and allow the Portsmouth Naval Shipyard to continue serving our country with the best and most cost effective work available.

Thank you for your time and consideration.

Sincerely,

  
Raymond W. and Sheila F. Fanguay  
5 Glenwood Road  
Hampton Falls, NH 03844

1507 Lalington Street  
Portsmouth, NH 03801

July 25, 2005

Honorable James V. Hansen  
Defense Base Closure + Realignment Commission  
2521 South Clark Street  
Suite 400  
Arlington, Va 22202

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Hansen:

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

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

Thank you for your time and consideration.

Sincerely,  
Mary C. Rask.

1507 Delington Street  
Portsmouth, NH 03801

July 25, 2005

Gen. Lloyd W. Newton, USAF (Ret.)  
Defense Base Closure & Realignment Commission  
2521 South Clark Street  
Suite 600  
Arlington, Va 22202

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Newton:

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

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

Thank you for your time and consideration.

Sincerely,  
Mary C. Rask.

Thomas Horigan  
50 Darcy Road  
York, ME 03909

(207) 363-6879

28 July 2005  
BRAC Commission

AUG 01 2005

Received

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

Dear Honorable Chairman Bilbray:

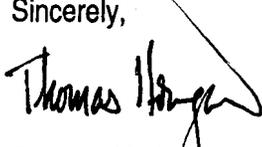
The closing of Portsmouth Naval Shipyard will affect thousands of families, hundreds of local businesses, and our entire local economy. I understand how this process may affect the people I work with, my family, and myself, but my concerns also include the trend our nation's work force has seen over the past few decades of good jobs disappearing from this country.

The majority of the Shipyard's work force are blue-collar production workers. This group performs the highly technical, physical work involved with submarine overhaul and repair. These dedicated patriots have brought our Shipyard the highest recognition and praise from top military officials. These hardworking employees represent a dying breed in this country whose previous generations built our highways, bridges and city skylines. These men and women all earn an honest wage and receive excellent benefits.

At one time, the American Dream of home ownership could be achieved if you worked full time. This is no longer the case, and as good paying blue-collar jobs continue to vanish from this country, fewer and fewer people are able to realize that dream. This round of base closures will further exacerbate this trend as tens of thousands of good paying jobs are eliminated nationwide.

For many of my countrymen, the American Dream is at stake. For the great states of Maine and New Hampshire, thousands of desperately needed high-quality jobs are threatened. There is so much to lose by closing the Portsmouth Naval Shipyard and so little (if anything) to gain. Please take a moment and think of what appears to be an insignificant savings vs. a devastating blow to the Shipyard's workers and to the Seacoast economy.

Sincerely,

  
Thomas Horigan

Kathleen Mahoney  
4 Olivia Lane  
Kensington, NH 03833

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

BRAC Commission

AUG 01 2005

Received

Dear Chairman Principi,

As a former employee of the Portsmouth Naval Shipyard, I am writing to request you remove the Portsmouth Naval Shipyard from the closure list.

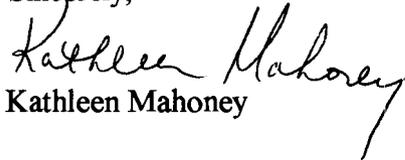
At the hearing in Boston, our Senators, Congressmen and Governors dismantled the case for closing the Shipyard. There were significant deviations from the BRAC selections criteria in almost all areas. Imagine saying the State of New Hampshire would not lose jobs if the unthinkable happened and the Shipyard were to close.

While not following the process is a compelling reason to keep Portsmouth from closing, the most compelling reason is the efficiency of the Shipyard. Portsmouth is the performance leader for schedule, cost, quality and safety. BRAC is supposed to save the taxpayers money. Closing Portsmouth will never save money. Portsmouth's superior performance cannot be duplicated.

Once Portsmouth is lost it can never be replaced. Are we that certain of the future? Just look at China's navy!

For the sake of us taxpayers, I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Kathleen Mahoney

Kathleen Mahoney  
4 Olivia Lane  
Kensington, NH 03833

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

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Hansen;

As a former employee of the Portsmouth Naval Shipyard, I am writing to request you remove the Portsmouth Naval Shipyard from the closure list.

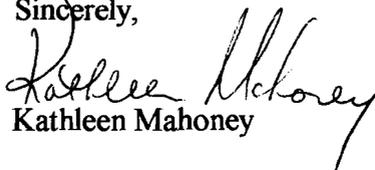
At the hearing in Boston, our Senators, Congressmen and Governors dismantled the case for closing the Shipyard. There were significant deviations from the BRAC selections criteria in almost all areas. Imagine saying the State of New Hampshire would not lose jobs if the unthinkable happened and the Shipyard were to close.

While not following the process is a compelling reason to keep Portsmouth from closing, the most compelling reason is the efficiency of the Shipyard. Portsmouth is the performance leader for schedule, cost, quality and safety. BRAC is supposed to save the taxpayers money. Closing Portsmouth will never save money. Portsmouth's superior performance cannot be duplicated.

Once Portsmouth is lost it can never be replaced. Are we that certain of the future? Just look at China's navy!

For the sake of us taxpayers, I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Kathleen Mahoney

Kathleen Mahoney  
4 Olivia Lane  
Kensington, NH 03833

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

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Coyle;

As a former employee of the Portsmouth Naval Shipyard, I am writing to request you remove the Portsmouth Naval Shipyard from the closure list.

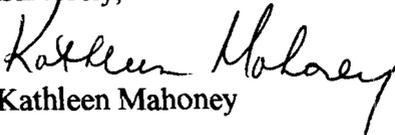
At the hearing in Boston, our Senators, Congressmen and Governors dismantled the case for closing the Shipyard. There were significant deviations from the BRAC selections criteria in almost all areas. Imagine saying the State of New Hampshire would not lose jobs if the unthinkable happened and the Shipyard were to close.

While not following the process is a compelling reason to keep Portsmouth from closing, the most compelling reason is the efficiency of the Shipyard. Portsmouth is the performance leader for schedule, cost, quality and safety. BRAC is supposed to save the taxpayers money. Closing Portsmouth will never save money. Portsmouth's superior performance cannot be duplicated.

Once Portsmouth is lost it can never be replaced. Are we that certain of the future? Just look at China's navy!

For the sake of us taxpayers, I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Kathleen Mahoney

Kathleen Mahoney  
4 Olivia Lane  
Kensington, NH 03833

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

BRAC Commission

AUG 01 2005

Received

Dear Commissioner Bilbray;

As a former employee of the Portsmouth Naval Shipyard, I am writing to request you remove the Portsmouth Naval Shipyard from the closure list.

At the hearing in Boston, our Senators, Congressmen and Governors dismantled the case for closing the Shipyard. There were significant deviations from the BRAC selections criteria in almost all areas. Imagine saying the State of New Hampshire would not lose jobs if the unthinkable happened and the Shipyard were to close.

While not following the process is a compelling reason to keep Portsmouth from closing, the most compelling reason is the efficiency of the Shipyard. Portsmouth is the performance leader for schedule, cost, quality and safety. BRAC is supposed to save the taxpayers money. Closing Portsmouth will never save money. Portsmouth's superior performance cannot be duplicated.

Once Portsmouth is lost it can never be replaced. Are we that certain of the future? Just look at China's navy!

For the sake of us taxpayers, I would appreciate your vote to remove the Portsmouth Naval Shipyard from the closure list.

Sincerely,

  
Kathleen Mahoney

Steven R McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

BRAC Commission

July 28, 2005

AUG 01 2005

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

Received

Dear James T. Hill:

Portsmouth Naval Shipyard is an irreplaceable asset to our nation and our military. I am writing today to encourage you to keep Portsmouth operational and allow this outstanding shipyard to continue to serve America.

At the center of New England, Portsmouth Naval Shipyard provides numerous support services throughout the region. Portsmouth has continually expanded its mission to collaborate with the Coast Guard and provide emergency response support to communities across the region. The shipyard is also one of only four remaining nuclear submarine maintenance facilities in the nation. Portsmouth serves as a foundation for strengthening and fortifying not only New England, but America as a whole.

Our nation's defense rests on leadership, knowledge and commitment. As long as it remains open, Portsmouth Naval Shipyard will continue to deliver these key elements and provide the best support for a secure America.

Sincerely,

  
Steven R McCloskey

Steven R McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

July 28, 2005

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

BRAC Commission

AUG 01 2005

Received

Dear Lloyd Newton:

Portsmouth Naval Shipyard is an irreplaceable asset to our nation and our military. I am writing today to encourage you to keep Portsmouth operational and allow this outstanding shipyard to continue to serve America.

At the center of New England, Portsmouth Naval Shipyard provides numerous support services throughout the region. Portsmouth has continually expanded its mission to collaborate with the Coast Guard and provide emergency response support to communities across the region. The shipyard is also one of only four remaining nuclear submarine maintenance facilities in the nation. Portsmouth serves as a foundation for strengthening and fortifying not only New England, but America as a whole.

Our nation's defense rests on leadership, knowledge and commitment. As long as it remains open, Portsmouth Naval Shipyard will continue to deliver these key elements and provide the best support for a secure America.

Sincerely,

  
Steven R McCloskey

Steven R McCloskey  
18 Remicks Lane  
Kittery, Maine 03904

July 28, 2005

BRAC Commission

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

**AUG 01 2005**

Received

Dear Harold W. Gehman Jr.:

Portsmouth Naval Shipyard is an irreplaceable asset to our nation and our military. I am writing today to encourage you to keep Portsmouth operational and allow this outstanding shipyard to continue to serve America.

At the center of New England, Portsmouth Naval Shipyard provides numerous support services throughout the region. Portsmouth has continually expanded its mission to collaborate with the Coast Guard and provide emergency response support to communities across the region. The shipyard is also one of only four remaining nuclear submarine maintenance facilities in the nation. Portsmouth serves as a foundation for strengthening and fortifying not only New England, but America as a whole.

Our nation's defense rests on leadership, knowledge and commitment. As long as it remains open, Portsmouth Naval Shipyard will continue to deliver these key elements and provide the best support for a secure America.

Sincerely,

  
Steven R McCloskey

3 Georgia Street  
York, Maine 03909

July 29th 2005

BRAC Commission

The Honorable Anthony J. Principi, Chairman  
Defense Base Closure And Realignment Commission  
Arlington, VA

AUG 01 2005

Received

Dear Chairman Principi,

As you deliberate on the future of the Portsmouth Naval Shipyard, I would ask that you remember that the shipyard has been a leader in submarine depot level maintenance for the last ten years. The Shipyard has transformed itself into this leadership position by

- reducing schedules for depot level availabilities by improved processes
- traveling world-wide in support of urgent ship repair missions
- reducing costs while completing work with first-time quality

In my view, the driving force for this change was the need to return ships to the fleet sooner and at lower costs as the new-build program was cut back. The changes in culture that resulted in this transformation are an invaluable resource to the Navy and to the country. Should the Shipyard be closed, it's capabilities and resources would be lost forever.

In your visit to the Shipyard, you have seen and heard first-hand the role that the Shipyard plays in Nuclear Submarine maintenance.

You have seen the certified data that supports the need for the Shipyard, it's workforce and it's facilities remain a viable asset to the Navy. I strongly urge you to vote to remove the Portsmouth Naval Shipyard from the Department of Defense list of recommended base closures.

Sincerely,



Peter J. McArdle  
York, Maine

BRAC Commission

3 Georgia Street  
York, Maine 03909

AUG 01 2005

July 29th 2005

Received

General Lloyd W. Newton (USAF, Ret)  
Defense Base Closure and Realignment Commission  
Arlington VA

Dear Commissioner Newton,

As you deliberate on the future of the Portsmouth Naval Shipyard, I would ask that you remember that the shipyard has been a leader in submarine depot level maintenance for the last ten years. The Shipyard has transformed itself into this leadership position by

- reducing schedules for depot level availabilities by improved processes
- traveling world-wide in support of urgent ship repair missions
- reducing costs while completing work with first-time quality

In my view, the driving force for this change was the need to return ships to the fleet sooner and at lower costs as the new-build program was cut back. The changes in culture that resulted in this transformation are an invaluable resource to the Navy and to the country. Should the Shipyard be closed, it's capabilities and resources would be lost forever.

In your visit to the Shipyard, you have seen and heard first-hand the role that the Shipyard plays in Nuclear Submarine maintenance.

You have seen the certified data that supports the need for the Shipyard, it's workforce and it's facilities remain a viable asset to the Navy. I strongly urge you to vote to remove the Portsmouth Naval Shipyard from the Department of Defense list of recommended base closures.

Sincerely,

  
Peter J. McArdle  
York, Maine



Mr James E Shute  
18 Juniper St  
Wenham MA 01984-1454



July 26, 2005

BRAC Commission

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

AUG 01 2005

Received

RE: Portsmouth Naval Shipyard

Dear Commissioner Principi:

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. **COST 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.**

Finally, as a decorated combat veteran of WW II, I am appalled at the thought that the Northeastern Quadrant of the USA will be denuded of it's capability to support the submarine fleet, which is sorely needed as was proven in WWII.

Additionally, from a personal point of view, my father died working on subs at Portsmouth, and an uncle worked on the Squalus after it had been recovered from the depths of the Atlantic.

**So you see there are a lot of traditions that have made Portsmouth Naval Shipyard an invaluable installation which should not be in any way considered for closing.**

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!!

Thank you.

James E. Shute, Pilot 447<sup>th</sup> Bomb Group, ETO 1944

July 26, 2005

BRAC Commission

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

JUL 29 2005

Received

RE: Portsmouth Naval Shipyard

Dear Commissioner Coyle,

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. **COST 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!!  
Thank you.

Richard Eddy  
Wenham, Mass.



July 26, 2005

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

BRAC Commission

AUG 01 2005

Received

RE: Portsmouth Naval Shipyard

Dear Commissioner Newton,

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. **COST 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!!

Thank you.

Richard Eddy  
Wenham, Mass.

BRAC Commission

AUG 01 2005

Dear Commissioner Bilbray

I write to you in support of removing Portsmouth Naval Shipyard from the list of bases to be closed. Facts surrounding the questionable data the DoD used to show excess capacity, added to the undeniable cost, quality, safety and schedule issues and importance of the knowledge and culture Portsmouth employees have which are so important to the military value of Portsmouth. Portsmouth is the best.

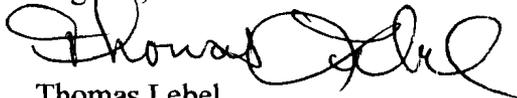
Portsmouth cannot be reconstituted if closed. Most of the Portsmouth employees won't move out of New England to fill gaps in other shipyards. Portsmouth skills, knowledge and Naval history will be gone forever. Backlogs in work for other drydocks will exist, and the preparedness of our Naval force will be reduced. This is not something I, as a US taxpayer, am willing to accept.

If Ford had 4 plants, 3 that built cars and trucks and 1 that specialized in trucks, but was the absolute best at trucks; Ford wouldn't consider closing that plant, in fact they'd be adding truck work to that plant to maximize their cost, quality, safety and schedule. Portsmouth is the Ford truck plant. It would be ridiculous for a company to close their best plant. Perhaps instead of closing Portsmouth, the DoD should be sending more work to Portsmouth, getting the best from them, and allowing the other yards to try and improve by concentrating on improving to meet Portsmouth standards.

As you see, I believe in Portsmouth, in fact I've dedicated my career to Portsmouth. I have given my all to help Portsmouth be number one, and deliver the best to our Naval submarine forces. Just as Lance Armstrong wears yellow for being number one, so does Portsmouth.

Removing Portsmouth from closure is the right choice. Thank you for your time.

Regards,



Thomas Lebel  
PNS Webmaster