

19 Cote Drive

Dover, NH 03820

July 29, 2005

BRAC Commission

AUG 03 2005

Received

Chairman Anthony J. Principi

BRAC Commission

2521 South Clark Street, Suite 600

Arlington, VA 22202

Dear Chairman;

First, I want to sincerely thank you for your service on the BRAC Commission. From the televised hearings and other reports, it is obvious you have spent many long hours on a difficult (and some might say, thankless) job.

I do want to encourage you to vote to remove Portsmouth Naval Shipyard from the closure list. I am less concerned about myself (I'm nearing retirement) than I am about the ability of the United States to defend itself in the future. While the physical assets of PNS could be replicated elsewhere, the great expense involved would eliminate any apparent savings. What would be irretrievably lost is Portsmouth's unique spirit and culture of support for the submarine force of the US Navy. Please do not vote for monetary "savings" today that will preclude the deployment and maintenance of an adequate submarine force 10 to 20 years in the future.

Thank you again for your independent consideration of this matter.

Sincerely,



Gordon Sullivan

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Dover, NH 03820
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Commissioner Lloyd Newton
BRAC Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

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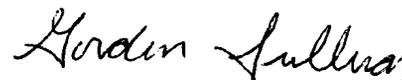
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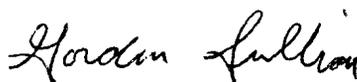
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Gordon Sullivan

SAVE OUR SHIPYARD PETITION

BRAC Commission

We, the undersigned citizens, are deeply concerned about the future of the Portsmouth Naval Shipyard. ^{Received} AUG 18 2005 is a facility accomplishing work that is vital to the security of this region and this country. In addition, it is a cornerstone of the economic wellbeing of many surrounding communities. For more than 200 years the Portsmouth Naval Shipyard has served this country. In the centennial year of the Treaty of Portsmouth, negotiated and signed at the shipyard, we entreat your support to maintain and build on this unique source of strength that is a distinguished part of our heritage. We request that you **SAVE OUR SHIPYARD!**

<u>Name</u>	<u>Address</u>
Melissa Casaccio	8 Hampton Falls Rd Exet
Doreen Jensen	13 Cottage Rd Kensington
Juanita	8 Bridehill Cdre, Hampton
Kathrin Lyons	296 Jones Ave, Portsmouth, NH
Chris Deane	21 JASY Hill RD EXETER NH.
Juanita	23 HAMPTON RD EXETER NH.
Dee	SEABROOK NH
Dante Critch	40 HAMPTON RD EXETER, NH
Richard C. Vesper	434 Rte. 125 Barrington NH
Philip Blaghe	74 Westside Dr. Exeter
Loreen Doss	35 Vineyard Dr. Stratham
Ann Baker	434 Portland St. Rochester NH
AM	777 State St Portsmouth NH
John D. Blui	39 Ashbrook Dr. Hampton, NH 03842
Wang Mc. Jatin	Exeter N. H.
Wanda	148 Portsmouth Ave, Stratham
Wanda Richards	15 Carlson Rd. Hampton
Mc	227 Exeter Rd Hampton Falls
Leonel Miller	5 Michael Ave Exeter NH
Mc	Wabadee Creepyrds Hampton Falls, NH.
Mc	2 Second St. Exeter N.H.
Mc	581 Cliff 5 Ave Blvd Hampton NH.
Mc	23 Barland Dr. Derry
Mc	Coaster Paper NH
Phil Bourgeois	50 Brookside Dr EXETER NH

Send to: Base Realignment and Closure Commission, 2521 South Clark St., Suite 600, Arlington, VA 22202.

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Name

Address

James Murray

P.O. Box 723 Rye NH

Janet McKeel

9 Sesame St. Raymond NH

Mme Hurley

10 Mansy Ave Hampton NH

Brad Palmer

36 Waterside So. Berwick Me

Ben Labb

2 Ashbrook Rd - Exeter

Elaine Towne

18A Old New Boston Rd

Linda Most

18 Sesame St. Raymond

See Perry

165 Blackcut, Sur, NH

Brad McKeel

405 Pleasant St. Epping NH

J. J. J.

42 Crestview Stratford NH.

Sharon Gusto

19 Second St Exeter N.H.

Lupis Simon

6 Folsom St Exeter NH

Laurie Prince

43 Wilson Rd Portsmouth NH

Nancy Tom

40 Hampton RD

Mary Gentry

16 Plepmaeth St Carlton Me

Joe MacNeil

10 Cliff Ave Raytown NH

Debra MacNeil

80 Main St. Plaistow NH

Bonnie Fritschy

27 Beede Rd Epping NH

Robert Boulay

51 Hampton Rd. Exeter N.H.

Jon Janssen

PCMP

J. Best

Sterling Hill Lane, Exeter

Kathleen Mateja

Hampton NH

Nancy Russell

Hampton N.H.

Byron K. Russell

PMB 217 20 Portsmouth Ave Stratham

Mary M. Cole

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Name

Address

<u>Name</u>	<u>Address</u>
Jack Cole	31 Ashbrook Rd Exeter
Henry Ruess	26 Hampton Falls Rd., Exeter
Shirley Stewart	33 Ashbrook Rd. Exeter
Mary Lyell	330 Exeter Rd H. Falls
Cl Shellum	21 Harrison Ave Rochester
Kristal Cook	21 Harrison Ave Rochester
James Doyle	6 Spruce St. Rochester
Beth Funnell	12 Ashbrook Dr. Hampton
Rebecca Purman	13 Plum St. Exeter
Adelle Drew	5 Pine Meadow Exeter
Ann Evans	6 Cape Circle Raymond
Doug Jew	24 Friend St.
Ann J	70 TAMAROCK ROAD COE
Stuart Chase	52 Mountain Rd Deerfield
Mark Estlin	11 STONYBROOK LN STRATMAN NH
Cheryl	6 Juniper Ridge Road, Exeter, NH 03833
Robert W. Maffewles	40 Hampton Rd. Exeter NH 03833
Wanda	Rye. NH
Hinda Kimball	94 Oak Hill Rd. Lebanon Me
Barbara Lane	232 Wally Lane Rd Mc
Mike Gubis	Kelwyn St. Somersworth NH
John	36 Pogonip Lane Exeter
John Waters	94 Water St Newburyport, MA
	308 Mill Rd Hampton NH 03842
Kevin Fritschy	27 Beede Rd Eggen NH

Send to: Base Realignment and Closure Commission, 2521 South Clark St., Suite 600, Arlington, VA 22202.

BRAC Commission

July 20, 2005

AUG 03 2005

Received

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

Dear Commissioner Gehman,

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

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

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

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

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

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

Thank You,

[Handwritten signature]
Kristine L. J. J. J.

July 20, 2005

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

BRAC Commission

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BRAC Commission

The Honorable Samuel K. Skinner
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Thank You,

William S. ...

July 20, 2005

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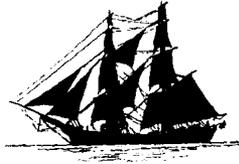
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Thank You,





William E. Cushman
Box 92, New Castle, N.H. 03854

August 1, 2005

BRAC Commission

AUG 02 2005

Received

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

Re: Closing the Portsmouth N. H. Navy Yard.
Defense needs outweigh local economic needs

Dear Mr. Chairman:

It is well known that China is rapidly building up their military forces. The U.S. is financing that effort with the money we spend on outsourcing. China now has the ability to launch MIRV missiles. They probably have the Russian jet propelled torpedo. And they control both ends of the Panama Canal. This puts them in position to play "Gotcha!!"

While China arms, the U.S. is consumed with such things as Enemy Rights. It has become almost against our Constitution to defend ourselves.

As Julius Caesar once said "When you want to defeat an enemy, get them to bicker among themselves, When you finally attack they will already have lost."

When China believes the time is ripe to attack, they will have the means of decimating our surface defenses. At that time, our submarine fleet could be our only hope. So why is it that we are deliberately reducing our capacity to repair them?

Not only has China, "The sleeping Dragon" awakened, but Communism as a whole is still on the march. "The Russian Bear is not a Dead Duck"

Keeping Portsmouth going is not only a political consideration, it is a vital military one.

Sincerely,

A handwritten signature in black ink, appearing to read "William E. Cushman". The signature is written in a cursive, flowing style.

July 20, 2005

BRAC Commission

AUG 02 2005

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

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Thank You,

How Christine Foss

July 20, 2005

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Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
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Defense Base Closure and Realignment Commission
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Defense Base Closure and Realignment Commission
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Thank You,

Russell Gould

BRAC Commission

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

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

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

Thank You,

David Pagnier

BRAC Commission

July 20, 2005

AUG 03 2005

Received

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

Dear Commissioner Hansen,

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

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

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Thank You,

Aristine Gale

July 20, 2005

AUG 03 2005

Received

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

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Thank You,

Theresa J. O'Neil

July 20, 2005

BRAC Commission

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

AUG 02 2005

Received

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Thank You,

Wesley G. Gold

Gary Rioux
22 Laurel Lane
Eliot, Maine
July 25, 2005

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

DBRC Commission

AUG 14 2005

received

Dear Chairman Principi,

This letter is to express my opposition to the DOD's proposal for the closure of the Portsmouth Naval Shipyard. I have been an employee for the Portsmouth Naval Shipyard for almost 27 years. As a shipyard employee, my interest in my continued employment is, of course self-explanatory. Due to my employment, I have been able to become a productive member of America's dwindling middle-class. I have raised and educated two sons, one of which is in the Naval Reserve. His entry into the Reserves is indirectly due to myself and his father-in-laws employment at Portsmouth. I do not believe that his enlistment would have come about without our encouragement, support and the view of us working in support of our country.

This round of Base Closures is being driven economically, that is because the country cannot afford the present military infrastructure. I disagree; the country can and should be doing all in its power to continue until our future directions can be ascertained. I firmly believe that in times of major conflict as now exist that decisions to alter our Defense posture are premature. We do not know what our future military needs are. The Quadrennial Defense reviews should, at a minimum be completed. The troops should be brought home, future needs understood, and the proper decisions arrived at.

Finally, I wish to speak about my perception of the DOD's proposal to close Portsmouth Naval Shipyard. The country is now down to Four public shipyards. We can not afford to lose a single one! The status of this country's maritime industry is pathetic and getting worse. As a maritime nation, we need maritime industries to ensure our continued preeminence as a superpower in this world. The Navy's position is that we have excess capacity. We do not; the excess capacity comes from private industries express desire for the Navy Yards work. The public yards have a unique position; we are the government's mechanics on his privately purchased hardware. Repeatedly, personnel at all shipyards have dealt with issues arriving from sloppy private contractor work. The USA needs us to continue in this function. Americans will not save money with our closure, but will lose another part of its heritage

Gary Rioux
22 Laurel Lane
Eliot, Maine
July 25, 2005

The primary criterion was supposed to be military value, which, unfortunately in our case has been ignored. The issue between Pearl Harbor or us is all about location. Specifically, our position in the Northeast allows Electric Boat (EB) to absorb our work. EB could not have made the same argument if we were still open. Why was Admiral Klemm not allowed to testify? A rhetorical question for Mr. England, **"who did you use to work for and where do you go back to after your present tenure is completed?"** Sorry, Mr. Chairman but this just smells bad.

I was raised on the principals of hard work. You persevere in the face of adversity and you shall be rewarded. What kind of message are we sending to the remaining employees in the Navy Yard System? The employees of this shipyard worked hard to prove our worth. We believe that we did, and according to the premier criterion of military value, so do others. Portsmouth Naval Shipyard has led from the beginning for over 200 years. Who will lead now?

respectively

A handwritten signature in cursive script, appearing to read "Gary Rioux".

25 July 2005
Humphrey S. Williams III
60 Pine St
Rollinsford, NH 03869

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

BRAC Commission

AUG 14 2005

received

Dear Chairman Principi:

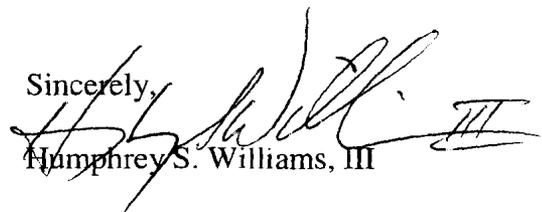
I am in my 27th year of Government Service, with 25 of the years spent as an employee at Portsmouth Naval Shipyard. I am very proud to tell you that I am a third generation employee of this shipyard. In addition to my father and grandfather, my fiancé, my brother, and a couple of my nephews currently work here and I had several uncles and an aunt work here too. All of us have dedicated our working careers to giving the most we can to the government.

As I know you have heard from several people, this shipyard is truly the best of the best. Over the course of my career, I have been privileged to work with some of the finest men and women in the shipbuilding and ship repair industry in the world today. Everyone here is dedicated to continuously improving our performance. We strive to beat our own safety, cost and schedule records, while always performing the work with the utmost quality. We pride ourselves in giving the Navy everything we possibly can.

We are the best at overhauling submarines and we can be the best at any kind of work the Department of Defense needs or asks us to perform. The only reason we are not performing work on surface crafts today, is that there is still a tremendous workload for our submarine fleet. Ask any of our counterparts and they will tell you that the submarine workforce is the most highly trained of all shipyard workers. Submarine qualified workers may perform work on any Navy vessel and many of our workers do in fact help the other public shipyards in performing repairs on surface craft as well as submarines. It doesn't stop with just performing work on Navy vessels either. We just completed some work helping the Army prepare armament for vehicles being used in Iraq.

The intent of BRAC is to save money for our country. With regards to Navy maintenance, the best way to save money is to **KEEP THE MOST EFFICIENT SHIPYARD OPEN**. We have met every challenge thrown our way. We have given back deployment time. We have given back working capital. We have given all we can to continually perform as the best in the industry. If the best performing shipyard is closed, what kind of a message does that send to other government workers about performing at their best? I ask that you recognize the mistakes made in putting us on the closure list and that you and the other commissioners please **KEEP THE BEST SHIPYARD OPEN. PLEASE REMOVE PORTSMOUTH NAVAL SHIPYARD FROM THE CLOSURE LIST.**

Sincerely,



Humphrey S. Williams, III

BRAC Commission

AUG 14 2005

RECEIVED

Michael J. Cannon
PO Box 64
514 Meetinghouse Rd.
Wells, Me. 04090

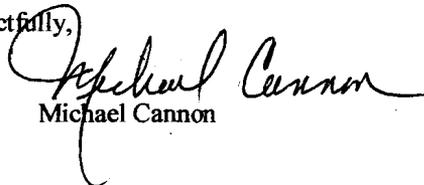
Dear Commissioner Newton,

I am a retired Portsmouth Naval Shipyard civil servant. My thirty six year career started as a cold war era submarine sailor, I sought post Navy employment at Portsmouth Naval Shipyard because of my love of our country and of submarines and of the outstanding reputation that Portsmouth enjoyed amongst submariners. All submariners wanted assignment to a Portsmouth built or overhauled "boat". For the last eight years of my service, I was the Production Resources Officer at Portsmouth. I can attest that the quality reputation has grown and is even more deserving today than in those earlier years. In that position, I enjoyed directing the approximate 2000 production person workforce. I had numerous opportunities to visit the other public and private shipyards, to review and to implement production process improvements. Portsmouth workers and their outstanding performance improvement, work ethic are unmatched in this nation. The loss of those workers and their culture would be an irreversible and terrible loss to our nations' defense.

I have read and listened to the DOD determinations of military value and infrastructure capacity with dismay. In the position that I held, I was responsible to maintain a workforce that was affordable for the workload assigned to Portsmouth. In each of the last eight years the resultant workload was as much as twenty percent higher than the Navy predicted. That excess workload fell on the backs of our dedicated workers to achieve. They did that and more. In times of need, our workers unselfishly gave of themselves to support our Nation, including long periods of assignment to other public and private shipyards and deployment sites. I recall periods when forty percent of our workforce was assigned away from home, not because of a lack of organic work, but because the nations' priority was for ships elsewhere. On the other hand, I have seen an unwillingness to accomplish the same at other public yards and an inability to direct that at the private shipyards.

You have seen the numbers, unquestionably Portsmouth Naval Shipyard saves the nation millions of dollars yearly, they return unmatched numbers of operating months to the Fleet, the quality submarine performance keeps our sailors safe from harm and this all happens at the safest shipyard in the nation. I am most amazed at the continuing, great attitude and morale of our shipyard workforce; as we proceed through this very stressing BRAC process. Our workers truly believe you and the other commissioners will recognize their performance. They know that they are doing the right thing and cannot comprehend a scenario that their nation leading performance could be rewarded with a closure order. Commissioner, it would send a terrible message to this nation, if exceptional performance was ignored. That has never been our country's legacy and never should it be. This will be a final decision, if closed; Portsmouth can never come back. The commission has an awesome responsibility that I know you take with the utmost seriousness. I, like the shipyard workers, know you will come to the right decision.

Respectfully,



Michael Cannon

August 3rd, 2005

BRAC Commission

To the B. R. A. C. Commission

AUG 04 2005

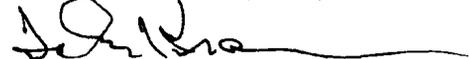
When you were in Boston, we were addressed by the Governors, Mayors, Senators and the Congressmen, your were told how you deviated from different criteria. You did not hear from any of the Shipyarders. I retired from the Shipyard in 1997 after 21 years. During that time I worked both on and off of the boats. I made my first trip to Holy Loch, Scotland in 1980. I was truly amazed at the working conditions. In a period of two hours, it would rain, sleet, snow and have the sun shine. When a piece of equipment was taken apart it was sometimes discovered that it needed more work and additional parts.

A call would be made at noon time to the shipyard, here it would be 7:00 am, we would receive the parts the next day. This was real team work. The men worked hard and efficiently to get the boat back into the water. No other shipyard could match us. Charleston Naval Shipyard would get work repairing the dry dock. More than once when I was finishing up and getting ready to go home, we would get a call from Portsmouth, saying a broken boat was coming into Holy Loch and the boats' captain did not want anyone but Portsmouth working on their boats.

This was the reputation that we established in Scotland. This is the reason that we did work at Sub base in Groton, CT., San Diego, CA, Pearl Harbor, HI and a job in Italy. We were the best: "On time and under cost" was our motto. Closing Portsmouth and Groton will be two giant mistakes that will come back to haunt you.

Sincerely,

John M. Kramer, Jr (retiree)



August 2, 2005

BRAC Commission

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

AUG 04 2005

Received

Re: Portsmouth Naval Shipyard

Dear General Newton,

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

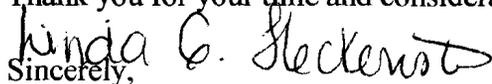
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To close the Portsmouth Naval Shipyard and further reduce our nation's public shipyards would not be in the best interest of our nation's defense. Closing Portsmouth leaves only one remaining nuclear capable shipyard on the east coast. What happens 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,


Linda G. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

BRAC Commission

AUG 04 2005

RECEIVED

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

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Thank you for your time and consideration.

Sincerely,



William H. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

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

BRAC Commission

AUG 2 2005

Receiver

Re: Portsmouth Naval Shipyard

Dear Admiral Gehman Jr.,

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

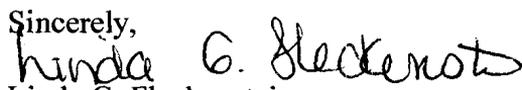
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Thank you for your time and consideration.

Sincerely,

Linda G. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

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

BRAC Commission

AUG 04 2005

Receiver

Re: Portsmouth Naval Shipyard

Dear General Hill,

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

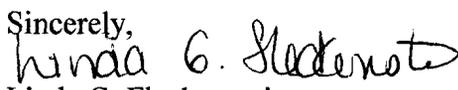
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Thank you for your time and consideration.

Sincerely,

Linda G. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

BRAC Commission

AUG 14 2005

received

Dear Commissioners,

Enclosed is a petition to keep the Portsmouth Naval Shipyard open. My husband works at the Portsmouth Naval Shipyard as an engineering technician.

On this petition are names of family members, co-workers from the University of New Hampshire Library (where I work) and other community members who want to see PNSY stay open. The concerned citizens whose names are on this petition feel that Portsmouth Naval Shipyard is too valuable an asset to the Navy and to this country to close.

Thank you for your time in reading this petition.

Sincerely,



Kathleen Letellier Gordon
31 Atkinson Street
Dover, NH 03820

enclosure

24 South Shore Road
Center Ossipee, N.H. 03814
August 1, 2005

BRAC Commission

AUG 04 2005

Received

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

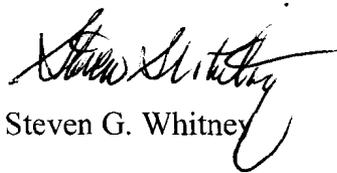
Dear Commissioner Coyle,

I am writing to you as a concerned taxpayer and an employee of the Portsmouth Naval Shipyard. I am sure you have heard that our performance in schedule, cost, quality and safety is second to none. This comes from a New England work ethic and tenacity that simply doesn't exist in other parts of the country. Closing PNS would result in the loss of hundreds of millions of taxpayers dollars associated with our superior performance. I don't believe this makes good fiscal sense. I am also deeply concerned that an irreplaceable asset might be closed at a time when we might need it most due to conflicts and growing threats throughout the world.

I have lived in New England my whole life. My entire family lives here. I have a mother who has been battling cancer for 3 years now. Her battle will likely last for many years to come. She needs her son now more than ever to help her through this difficult time. My wife has worked for the same company here in New England for 24 years just like I have at PNS. If PNS were to remain on the closure list, I like most other PNS employees will stay here in New England.

You have the ability to change this. Please keep PNS open so that we may continue to provide the taxpayer and the nation with the highest quality, quickest and most cost effective submarine work for the United States Navy.

Sincerely,



Steven G. Whitney

August 2, 2005

BRAC Commission

AUG 04 2005

received

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 Mr. Skinner,

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

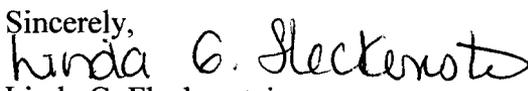
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Thank you for your time and consideration.

Sincerely,

Linda G. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

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

BRAC Commission

AUG 04 2005

received

Re: Portsmouth Naval Shipyard

Dear Mr. Bilbray,

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

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William H. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

BRAC Commission

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

213 94 2005

Received

Re: Portsmouth Naval Shipyard

Dear Mr. Coyle,

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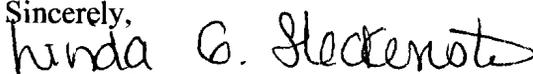
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Thank you for your time and consideration.

Sincerely,



Linda G. Fleckenstein

13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

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

BRAC Commission

AUG 04 2005

received

Re: Portsmouth Naval Shipyard

Dear Mr. Hansen,

I am 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 Shipyard's 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,



Linda G. Fleckenstein

13 Mariette Drive

Portsmouth, N.H. 03801

August 2, 2005

BRAC Commission

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

AUG 04 2005

Received

Re: Portsmouth Naval Shipyard

Dear Mr. Skinner,

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Thank you for your time and consideration.

Sincerely,


William H. Fleckenstein

13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

BRAC Commission

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

AUG 06 2005

received

Re: Portsmouth Naval Shipyard

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Sincerely,



William H. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

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

BRAC Commission

AUG 04 2005

Received

Re: Portsmouth Naval Shipyard

Dear Chairman Principi,

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

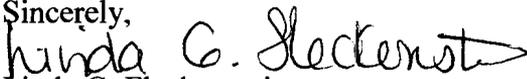
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Thank you for your time and consideration.

Sincerely,

Linda G. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

24 South Shore Road
Center Ossipee, N.H. 03814
August 1, 2005

BRAC Commission

AUG 04 2005

Received

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

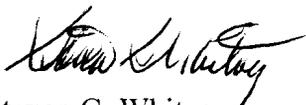
Dear Commissioner Gehman,

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You have the ability to change this. Please keep PNS open so that we may continue to provide the taxpayer and the nation with the highest quality, quickest and most cost effective submarine work for the United States Navy.

Sincerely,


Steven G. Whitney

August 2, 2005

BRAC Commission

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

AUG 04 2005

received

Re: Portsmouth Naval Shipyard

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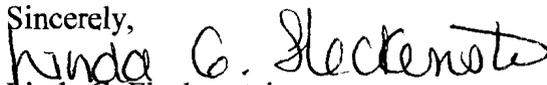
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Thank you for your time and consideration.

Sincerely,



Linda G. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

BRAC Commission

AUG 04 2005

receiver

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 Admiral Gehman Jr.,

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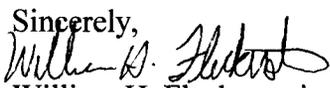
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Sincerely,

William H. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

BRAC Commission

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

AUG 04 2005

Received

Re: Portsmouth Naval Shipyard

Dear Mr. Coyle,

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

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Sincerely,



William H. Fleckenstein

13 Mariette Drive
Portsmouth, N.H. 03801

BRAC Commission

August 2, 2005

AUG 04 2005

Received

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

Re: Portsmouth Naval Shipyard

Dear General Hill,

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

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Thank you for your time and consideration.

Sincerely,



William H. Fleckenstein

13 Mariette Drive
Portsmouth, N.H. 03801

August 2, 2005

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

BRAC Commission

AUG 04 2005

RECEIVED

Re: Portsmouth Naval Shipyard

Dear Brigadier General Turner,

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

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William H. Fleckenstein

13 Mariette Drive
Portsmouth, N.H. 03801

BRAC Commission

AUG 04 2005

received

Michael J. Cannon
PO Box 64
514 Meetinghouse Rd.
Wells, Me. 04090

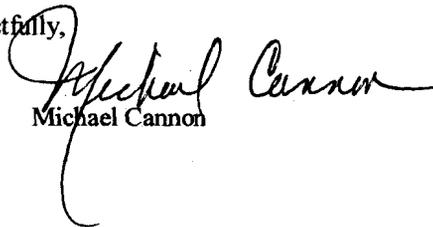
Dear Commissioner Coyle,

I am a retired Portsmouth Naval Shipyard civil servant. My thirty six year career started as a cold war era submarine sailor, I sought post Navy employment at Portsmouth Naval Shipyard because of my love of our country and of submarines and of the outstanding reputation that Portsmouth enjoyed amongst submariners. All submariners wanted assignment to a Portsmouth built or overhauled "boat". For the last eight years of my service, I was the Production Resources Officer at Portsmouth. I can attest that the quality reputation has grown and is even more deserving today than in those earlier years. In that position, I enjoyed directing the approximate 2000 production person workforce. I had numerous opportunities to visit the other public and private shipyards, to review and to implement production process improvements. Portsmouth workers and their outstanding performance improvement, work ethic are unmatched in this nation. The loss of those workers and their culture would be an irreversible and terrible loss to our nations' defense.

I have read and listened to the DOD determinations of military value and infrastructure capacity with dismay. In the position that I held, I was responsible to maintain a workforce that was affordable for the workload assigned to Portsmouth. In each of the last eight years the resultant workload was as much as twenty percent higher than the Navy predicted. That excess workload fell on the backs of our dedicated workers to achieve. They did that and more. In times of need, our workers unselfishly gave of themselves to support our Nation, including long periods of assignment to other public and private shipyards and deployment sites. I recall periods when forty percent of our workforce was assigned away from home, not because of a lack of organic work, but because the nations' priority was for ships elsewhere. On the other hand, I have seen an unwillingness to accomplish the same at other public yards and an inability to direct that at the private shipyards.

You have seen the numbers, unquestionably Portsmouth Naval Shipyard saves the nation millions of dollars yearly, they return unmatched numbers of operating months to the Fleet, the quality submarine performance keeps our sailors safe from harm and this all happens at the safest shipyard in the nation. I am most amazed at the continuing, great attitude and morale of our shipyard workforce; as we proceed through this very stressing BRAC process. Our workers truly believe you and the other commissioners will recognize their performance. They know that they are doing the right thing and cannot comprehend a scenario that their nation leading performance could be rewarded with a closure order. Commissioner, it would send a terrible message to this nation, if exceptional performance was ignored. That has never been our country's legacy and never should it be. This will be a final decision, if closed; Portsmouth can never come back. The commission has an awesome responsibility that I know you take with the utmost seriousness. I, like the shipyard workers, know you will come to the right decision.

Respectfully,


Michael Cannon

24 South Shore Road
Center Ossipee, N.H. 03814
August 1, 2005

BRAC Commission

AUG 04 2005

Received

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

Dear Commissioner Newton,

I am writing to you as a concerned taxpayer and an employee of the Portsmouth Naval Shipyard. I am sure you have heard that our performance in schedule, cost, quality and safety is second to none. This comes from a New England work ethic and tenacity that simply doesn't exist in other parts of the country. Closing PNS would result in the loss of hundreds of millions of taxpayers dollars associated with our superior performance. I don't believe this makes good fiscal sense. I am also deeply concerned that an irreplaceable asset might be closed at a time when we might need it most due to conflicts and growing threats throughout the world.

I have lived in New England my whole life. My entire family lives here. I have a mother who has been battling cancer for 3 years now. Her battle will likely last for many years to come. She needs her son now more than ever to help her through this difficult time. My wife has worked for the same company here in New England for 24 years just like I have at PNS. If PNS were to remain on the closure list, I like most other PNS employees will stay here in New England.

You have the ability to change this. Please keep PNS open so that we may continue to provide the taxpayer and the nation with the highest quality, quickest and most cost effective submarine work for the United States Navy.

Sincerely,



Steven G. Whitney

24 South Shore Road
Center Ossipee, N.H. 03814
August 1, 2005

BRAC Commission

AUG 04 2005

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

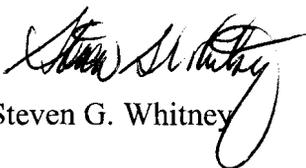
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Sincerely,


Steven G. Whitney

24 South Shore Road
Center Ossipee, N.H. 03814
August 1, 2005

BRAC Commission

AUG 04 2005

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

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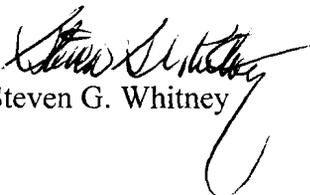
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Steven G. Whitney

24 South Shore Road
Center Ossipee, N.H. 03814
August 1, 2005

BRAC Commission

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

AUG 04 2005

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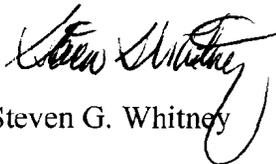
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Sincerely,



Steven G. Whitney

25 July 2005
Humphrey S. Williams III
60 Pine St
Rollinsford, NH 03869

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

BRAC Commissioner

AUG 04 2005

Received

Dear Commissioner Hill:

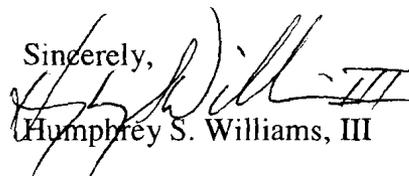
I am in my 27th year of Government Service, with 25 of the years spent as an employee at Portsmouth Naval Shipyard. I am very proud to tell you that I am a third generation employee of this shipyard. In addition to my father and grandfather, my fiancé, my brother, and a couple of my nephews currently work here and I had several uncles and an aunt work here too. All of us have dedicated our working careers to giving the most we can to the government.

As I know you have heard from several people, this shipyard is truly the best of the best. Over the course of my career, I have been privileged to work with some of the finest men and women in the shipbuilding and ship repair industry in the world today. Everyone here is dedicated to continuously improving our performance. We strive to beat our own safety, cost and schedule records, while always performing the work with the utmost quality. We pride ourselves in giving the Navy everything we possibly can.

We are the best at overhauling submarines and we can be the best at any kind of work the Department of Defense needs or asks us to perform. The only reason we are not performing work on surface crafts today, is that there is still a tremendous workload for our submarine fleet. Ask any of our counterparts and they will tell you that the submarine workforce is the most highly trained of all shipyard workers. Submarine qualified workers may perform work on any Navy vessel and many of our workers do in fact help the other public shipyards in performing repairs on surface craft as well as submarines. It doesn't stop with just performing work on Navy vessels either. We just completed some work helping the Army prepare armament for vehicles being used in Iraq.

The intent of BRAC is to save money for our country. With regards to Navy maintenance, the best way to save money is to **KEEP THE MOST EFFICIENT SHIPYARD OPEN**. We have met every challenge thrown our way. We have given back deployment time. We have given back working capital. We have given all we can to continually perform as the best in the industry. If the best performing shipyard is closed, what kind of a message does that send to other government workers about performing at their best? I ask that you recognize the mistakes made in putting us on the closure list and that you and the other commissioners please **KEEP THE BEST SHIPYARD OPEN. PLEASE REMOVE PORTSMOUTH NAVAL SHIPYARD FROM THE CLOSURE LIST.**

Sincerely,



Humphrey S. Williams, III

24 South Shore Road
Center Ossipee, N.H. 03814
August 1, 2005

BRAC Commission

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

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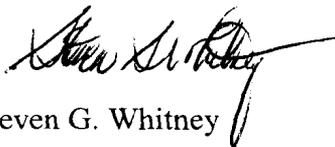
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25 July 2005
Humphrey S. Williams III
60 Pine St
Rollinsford, NH 03869
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Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Gehman:

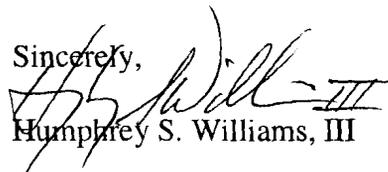
I am in my 27th year of Government Service, with 25 of the years spent as an employee at Portsmouth Naval Shipyard. I am very proud to tell you that I am a third generation employee of this shipyard. In addition to my father and grandfather, my fiancé, my brother, and a couple of my nephews currently work here and I had several uncles and an aunt work here too. All of us have dedicated our working careers to giving the most we can to the government.

As I know you have heard from several people, this shipyard is truly the best of the best. Over the course of my career, I have been privileged to work with some of the finest men and women in the shipbuilding and ship repair industry in the world today. Everyone here is dedicated to continuously improving our performance. We strive to beat our own safety, cost and schedule records, while always performing the work with the utmost quality. We pride ourselves in giving the Navy everything we possibly can.

We are the best at overhauling submarines and we can be the best at any kind of work the Department of Defense needs or asks us to perform. The only reason we are not performing work on surface crafts today, is that there is still a tremendous workload for our submarine fleet. Ask any of our counterparts and they will tell you that the submarine workforce is the most highly trained of all shipyard workers. Submarine qualified workers may perform work on any Navy vessel and many of our workers do in fact help the other public shipyards in performing repairs on surface craft as well as submarines. It doesn't stop with just performing work on Navy vessels either. We just completed some work helping the Army prepare armament for vehicles being used in Iraq.

The intent of BRAC is to save money for our country. With regards to Navy maintenance, the best way to save money is to **KEEP THE MOST EFFICIENT SHIPYARD OPEN**. We have met every challenge thrown our way. We have given back deployment time. We have given back working capital. We have given all we can to continually perform as the best in the industry. If the best performing shipyard is closed, what kind of a message does that send to other government workers about performing at their best? I ask that you recognize the mistakes made in putting us on the closure list and that you and the other commissioners please **KEEP THE BEST SHIPYARD OPEN. PLEASE REMOVE PORTSMOUTH NAVAL SHIPYARD FROM THE CLOSURE LIST.**

Sincerely,



Humphrey S. Williams, III

25 July 2005

Humphrey S. Williams III

60 Pine St

Rollinsford, NH 03869

BRAC Commission

AUG 04 2005

received

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

Dear Commissioner Bilbray:

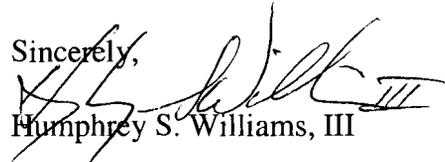
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Sincerely,


Humphrey S. Williams, III

25 July 2005

Humphrey S. Williams III

60 Pine St

BRAC Commission Rollinsford, NH 03869

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

AUG 04 2005

Received

Dear Commissioner Turner:

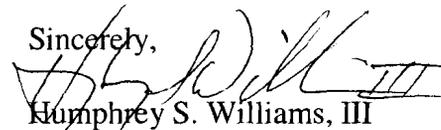
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Sincerely,



Humphrey S. Williams, III

55 Gates St.
Portsmouth, NH 03801

August 2, 2005

BRAC Commission

AUG 04 2005

Received

Defense Base Realignment and Closure Commission
2521 S. Clark St.
Suite 600
Arlington, VA 22202

Re: Preserving our homeland security and naval heritage

Dear BRAC commissioners:

As you know, your commission has designated Portsmouth (NH) Naval Shipyard as one of the naval bases to be closed in an effort to streamline naval operations. While I certainly agree with that goal in principle, I believe that there is overwhelming evidence that Portsmouth should not be on the list.

Strategic, efficient, and historic: why would you close it?

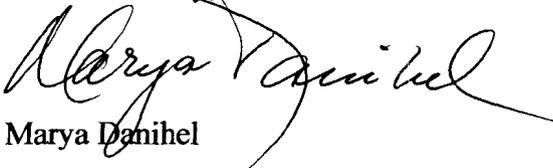
The coasts of Maine and New Hampshire are very vulnerable to infiltration by an enemy; in fact, during World War II, many German submarines were seen in the area, and one almost made it into Portsmouth Harbor. Why give up government property in such a strategic location?

Second, the shipyard's workers are unsurpassed for efficiency. Most jobs are completed ahead of schedule.

Finally, this is the country's oldest naval shipyard. It has great historic value, not just for the region, but for the whole country. Closing this facility will mean interrupting more than 200 years of American tradition.

I respectfully request that you remove Portsmouth Naval Shipyard from the list of bases to be closed before submitting your recommendations to President Bush.

Yours sincerely,



Marya Danihel

To the commissioners:

BRAC Commission

I would like the right thing done for our nation in the global fight against terrorism. Pearl Harbor Shipyard can argue about this letter point by point, however, the truth will win in the end.

AUG 04 2005

received

FIGHTING TERRORISM THROUGH EFFICENCY

In the turn of the 20th century, businesses were still manufacturing horse drawn carriages. Henry Ford had foresight and manufactured the automobile through the efficient use of the assembly line. The workers making the horse drawn carriages then lost their job because of the advancement in technology. It was a painful transition for the workers of the horse drawn carriages, but a necessary one. The workers were then able to transfer their skills in the manufacturing of the automobile, which has more economic value to society. This made the transition from the horse drawn carriage to the modern day automobile. The long term outcome was beneficial to everyone in society as a whole. The military needs to meet the 21 century threat of terrorism by maximizing the efficient use of tax dollars by retaining military assets that have more economic value to society.

First of all, the Government Accounting Office has stated Portsmouth Naval Shipyard is more efficient than Pearl Harbor Naval Shipyard. Portsmouth Naval Shipyard has delivered its ships on or below cost to the U.S Navy. It has also delivered the ships to the U.S. Navy ahead or on schedule.

In comparison, Pearl Harbor Naval Shipyard has not recently delivered any major job on cost or on schedule. For example, the USS Buffalo was eight months late in undocking. The excuse Pearl Harbor gave, it was the first reactor refueling and the shipyard was inexperienced so cost over runs are justified. The USS Bremerton is now going through a similar overhaul package and it is behind schedule. It will not meet the August or September undocking date and it is over budget. According to the newspaper, Pearl Harbor cost \$720 per man hour a decade ago and it is still costing the taxpayers

Money! This is more costly than hiring the best attorney in the nation! On average, the overhauls cost 23% higher than other Navy shipyards. Pearl Harbor has lost money for decades and, given this trend, it will continue to do so in the future. There is no sound business decision in keeping an inefficient shipyard that is a liability to national security.

Secondly, Portsmouth also has the comparative advantage over Pearl Harbor.

Comparative advantage is a theory in economics made by Ricardo. His theory states, due to natural resources, talent, and skills in a certain location, businesses are more efficient at producing certain goods and services. Therefore, it makes more economic sense for them to provide these goods and services. The cost of living is lower in Portsmouth so they are paid a lower wage making them more efficient. The materials and supplies used in ship repair are readily available on the continental United States. The materials and supplies can be trucked in instead of being delivered by ship or air freighted making Portsmouth more efficient. Moreover, the large amount of businesses on the continental United States must compete for the government's business making it competitive. The American people demand quality and quantity for the least amount of tax dollars.

Next, Pearl Harbor has argued that the location of Pearl Harbor makes it important for emergency work and it's the home port for the navy's fleet. However, the contractors have the lease for dry dock number four, and the private contractors can do the emergency work. If more workers are needed, the mainland shipyard workers can be flown in on Temporary Duty Yard to do the emergency work. The ship can be made seaworthy and towed to another shipyard to complete the final work. The repairs can also be done in Guam, Japan, and Puget Sound Naval Shipyard. Pearl Harbor has also argued that the Navy's ships are also home ported here. However, the navy's fleet can still be

stationed at Pearl Harbor even if the repair facilities are closed down. Pearl Harbor shipyard can be utilized as a service station to take on food and supplies by the navy's fleet. The minor repairs can be done by the contractors or by shipyard workers at other navy shipyards. This is similar to Everett Washington which is currently utilized by the U.S. Navy to take on provisions. The ships that need repairs are done by Puget Naval Shipyard workers on, TAD, temporary assignment duty. Who says the nation can't use the facilities if they shut down Pearl Harbor Naval Shipyard repair operations?

Another argument Pearl Harbor makes, it has the dry dock facility to overhaul an aircraft carrier and Portsmouth Naval Shipyard does not. Pearl Harbor's largest dry dock is dry dock number four. The dry dock is large enough to dry dock all aircraft carriers except the Ragan class aircraft carrier. This is true, but they forgot to mention the fact that the flight decks will over hang the dry dock edges making it impractical to overhaul aircraft carriers. The equipment and material can't be lowered onto the dry dock floor because the flight deck will be blocking access. This is why Pearl Harbor has never overhauled an aircraft carrier. Dry dock number four is only good for emergency docking of an aircraft carrier.

Moreover, Pearl Harbor Shipyard has also stated that they do a variety of ships and Portsmouth Naval Shipyard does only submarines. That's why Pearl Harbor Shipyard is less efficient. The newspaper has also stated, Pearl Harbor Shipyard works on submarines, cruisers, destroyers, frigates, amphibious craft, and aircraft carriers.

Upon closer examination, the vast majority of work that Pearl Harbor does is on the 688 class submarines just like Portsmouth. Aircraft carrier work is seldom done at Pearl Harbor. If aircraft carrier work is necessary, it is minor in nature. The private

contractors are currently doing the vast majority of work on cruisers, destroyers, frigates, and amphibious craft, so this argument is invalid.

The United States military must be ready to meet the challenge of future threats to the security of our nation. This can only be accomplished by the efficient use of tax dollars and buying the maximum amount of goods and services that have quality, quantity, and military value. The military can meet this twenty first century challenge, just as Henry Ford and the former workers that produced horse drawn carriages, by becoming more efficient and producing goods and services that have economic value to society. On September 8, 2005, the BRAC commission will give President Bush its recommendation of which bases should be closed. The BRAC's findings should be rejected and the list sent back to BRAC for revision and add Pearl Harbor to the list. The closure of Portsmouth will be a huge economic blow to the United States Navy and its future military capabilities. The efficient facility will be closed down in favor of Pearl Harbor because of its location which is based on a false premises. Shutting down Pearl Harbor will create a hardship, but on the long run, people can move on to other careers and do work that are productive and have value to society. This will be in the best interest of the nation as a whole. The goal of all successful businesses is the maximization of profit. This is done by maximizing efficiency and if necessary, cutting their losses. If Portsmouth Naval Shipyard is allowed to shut down, Pearl Harbor Shipyard will remain inefficient. Then, the navy will have no choice but to shut down Pearl Harbor Naval Shipyard at the next base closure round. The nation still has an opportunity to become efficient and fight terrorism by utilize Pearl Harbor's location as a service station, and using Portsmouth's efficiency. This will be the best of both worlds.

August 2, 2005

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

BRAC Commission

AUG 11 2005

Receiver

Re: Portsmouth Naval Shipyard

Dear Chairman Principi,

I am 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,



William H. Fleckenstein
13 Mariette Drive
Portsmouth, N.H. 03801

24 South Shore Road
Center Ossipee, N.H. 03814
August 1, 2005

BRAC Commission

AUG 9 2005

received

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

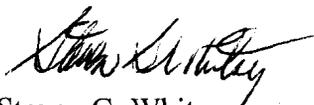
Dear Commissioner Hill,

I am writing to you as a concerned taxpayer and an employee of the Portsmouth Naval Shipyard. I am sure you have heard that our performance in schedule, cost, quality and safety is second to none. This comes from a New England work ethic and tenacity that simply doesn't exist in other parts of the country. Closing PNS would result in the loss of hundreds of millions of taxpayers dollars associated with our superior performance. I don't believe this makes good fiscal sense. I am also deeply concerned that an irreplaceable asset might be closed at a time when we might need it most due to conflicts and growing threats throughout the world.

I have lived in New England my whole life. My entire family lives here. I have a mother who has been battling cancer for 3 years now. Her battle will likely last for many years to come. She needs her son now more than ever to help her through this difficult time. My wife has worked for the same company here in New England for 24 years just like I have at PNS. If PNS were to remain on the closure list, I like most other PNS employees will stay here in New England.

You have the ability to change this. Please keep PNS open so that we may continue to provide the taxpayer and the nation with the highest quality, quickest and most cost effective submarine work for the United States Navy.

Sincerely,


Steven G. Whitney

BRAC Commission

AUG 04 2005

RECEIVED

Michael J. Cannon
PO Box 64
514 Meetinghouse Rd.
Wells, Me. 04090

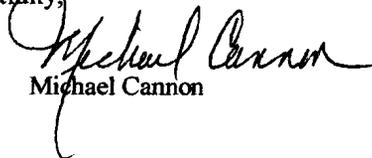
Dear Commissioner Skinner,

I am a retired Portsmouth Naval Shipyard civil servant. My thirty six year career started as a cold war era submarine sailor, I sought post Navy employment at Portsmouth Naval Shipyard because of my love of our country and of submarines and of the outstanding reputation that Portsmouth enjoyed amongst submariners. All submariners wanted assignment to a Portsmouth built or overhauled "boat". For the last eight years of my service, I was the Production Resources Officer at Portsmouth. I can attest that the quality reputation has grown and is even more deserving today than in those earlier years. In that position, I enjoyed directing the approximate 2000 production person workforce. I had numerous opportunities to visit the other public and private shipyards, to review and to implement production process improvements. Portsmouth workers and their outstanding performance improvement, work ethic are unmatched in this nation. The loss of those workers and their culture would be an irreversible and terrible loss to our nations' defense.

I have read and listened to the DOD determinations of military value and infrastructure capacity with dismay. In the position that I held, I was responsible to maintain a workforce that was affordable for the workload assigned to Portsmouth. In each of the last eight years the resultant workload was as much as twenty percent higher than the Navy predicted. That excess workload fell on the backs of our dedicated workers to achieve. They did that and more. In times of need, our workers unselfishly gave of themselves to support our Nation, including long periods of assignment to other public and private shipyards and deployment sites. I recall periods when forty percent of our workforce was assigned away from home, not because of a lack of organic work, but because the nations' priority was for ships elsewhere. On the other hand, I have seen an unwillingness to accomplish the same at other public yards and an inability to direct that at the private shipyards.

You have seen the numbers, unquestionably Portsmouth Naval Shipyard saves the nation millions of dollars yearly, they return unmatched numbers of operating months to the Fleet, the quality submarine performance keeps our sailors safe from harm and this all happens at the safest shipyard in the nation. I am most amazed at the continuing, great attitude and morale of our shipyard workforce; as we proceed through this very stressing BRAC process. Our workers truly believe you and the other commissioners will recognize their performance. They know that they are doing the right thing and cannot comprehend a scenario that their nation leading performance could be rewarded with a closure order. Commissioner, it would send a terrible message to this nation, if exceptional performance was ignored. That has never been our country's legacy and never should it be. This will be a final decision, if closed; Portsmouth can never come back. The commission has an awesome responsibility that I know you take with the utmost seriousness. I, like the shipyard workers, know you will come to the right decision.

Respectfully,


Michael Cannon

BRAC Commission

AUG 04 2005

received

Michael J. Cannon
PO Box 64
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BRAC Commission

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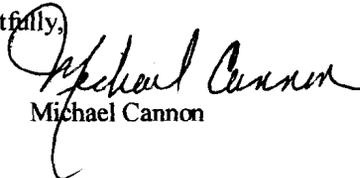
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Respectfully,


Michael Cannon

24 South Shore Road
Center Ossipee, N.H. 03814
August 1, 2005

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

BRAC Commission

AUG 04 2005

received

Dear Commissioner Turner,

I am writing to you as a concerned taxpayer and an employee of the Portsmouth Naval Shipyard. I am sure you have heard that our performance in schedule, cost, quality and safety is second to none. This comes from a New England work ethic and tenacity that simply doesn't exist in other parts of the country. Closing PNS would result in the loss of hundreds of millions of taxpayers dollars associated with our superior performance. I don't believe this makes good fiscal sense. I am also deeply concerned that an irreplaceable asset might be closed at a time when we might need it most due to conflicts and growing threats throughout the world.

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Sincerely,



Steven G. Whitney

August 1, 2005

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

BRAC Commission

AUG 04 2005

received

Dear Chairman and Commissioners,

The brain drain has started at Portsmouth Naval Shipyard (PNS) and is ongoing. I have accepted another position and will be leaving PNS this month. I could not wait it out with closure hanging over our heads like a guillotine. I have a family to consider. Even if we dodge this bullet, which I expect, I know that DoD will be back after us again in a few years -- this isn't the first time they have come for PNS. I cannot keep going through this time and again. It is too stressful. I know that I am not the first, nor will I be the last to choose this route before the full BRAC process plays out.

The best and the brightest are getting offers that they cannot refuse with the specter of BRAC looming. Employers know that we are vulnerable and are targeting us based on our demonstrated achievements. If you are of a mind to remove PNS from the list, do it sooner rather than later. Do it before you lose too much. As for me, it is too late. My last duty day is August 18th. I'm getting out while the getting is good.

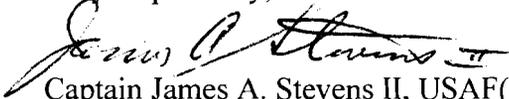
Prediction: You will get very few (less than 10 percent) of the current PNS employees to transfer to another DoD facility. The Navy is going to lose a large chunk of human capital, if and when PNS is officially slated for closure.

Last Friday a Norfolk Naval Shipyard (NNS) employee called for our High Pressure Air System expert asking for help to identify and provide authorization for a material deviation from the original design. I picked up the phone as our "expert" was on vacation. Even though PNS does not consider me to be this system expert, within an hour I supplied the NNS employee everything he needed to keep the work on track and get the right material installed in this submarine. These are the little things PNS does everyday for the other public and private shipyards that never get reflected in the "numbers".

I wish the Navy all the best and I hope that everyone is making their decisions for the right reasons and in the best interest of our national defense -- the dollars be damned. Dollars alone cannot drive this decision, even though I believe the dollars speak in PNS' favor.

Leaving PNS greatly saddens me. I relish being a member of such an outstanding organization. I doubt I will find another even close.

Very respectfully,



Captain James A. Stevens II, USAF(Ret)

Code 260.4

Portsmouth Naval Shipyard

StevensJaA@mail.ports.navy.mil

25 July 2005

Humphrey S. Williams III

60 Pine St

BRAC Commission
Rollinsford, NH 03869

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

AUG 04 2005

received

Dear Commissioner Hansen:

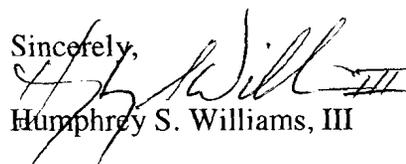
I am in my 27th year of Government Service, with 25 of the years spent as an employee at Portsmouth Naval Shipyard. I am very proud to tell you that I am a third generation employee of this shipyard. In addition to my father and grandfather, my fiancé, my brother, and a couple of my nephews currently work here and I had several uncles and an aunt work here too. All of us have dedicated our working careers to giving the most we can to the government.

As I know you have heard from several people, this shipyard is truly the best of the best. Over the course of my career, I have been privileged to work with some of the finest men and women in the shipbuilding and ship repair industry in the world today. Everyone here is dedicated to continuously improving our performance. We strive to beat our own safety, cost and schedule records, while always performing the work with the utmost quality. We pride ourselves in giving the Navy everything we possibly can.

We are the best at overhauling submarines and we can be the best at any kind of work the Department of Defense needs or asks us to perform. The only reason we are not performing work on surface crafts today, is that there is still a tremendous workload for our submarine fleet. Ask any of our counterparts and they will tell you that the submarine workforce is the most highly trained of all shipyard workers. Submarine qualified workers may perform work on any Navy vessel and many of our workers do in fact help the other public shipyards in performing repairs on surface craft as well as submarines. It doesn't stop with just performing work on Navy vessels either. We just completed some work helping the Army prepare armament for vehicles being used in Iraq.

The intent of BRAC is to save money for our country. With regards to Navy maintenance, the best way to save money is to **KEEP THE MOST EFFICIENT SHIPYARD OPEN**. We have met every challenge thrown our way. We have given back deployment time. We have given back working capital. We have given all we can to continually perform as the best in the industry. If the best performing shipyard is closed, what kind of a message does that send to other government workers about performing at their best? I ask that you recognize the mistakes made in putting us on the closure list and that you and the other commissioners please **KEEP THE BEST SHIPYARD OPEN. PLEASE REMOVE PORTSMOUTH NAVAL SHIPYARD FROM THE CLOSURE LIST**.

Sincerely,



Humphrey S. Williams, III

25 July 2005
Humphrey S. Williams III
60 Pine St
Rollinsford, NH 03869

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

Dear Commissioner Skinner:

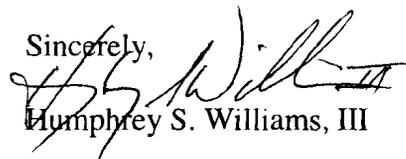
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Sincerely,


Humphrey S. Williams, III

25 July 2005
Humphrey S. Williams III
60 Pine St
Rollinsford, NH 03869

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

BRAC Commission

AUG 04 2005

Received

Dear Commissioner Newton

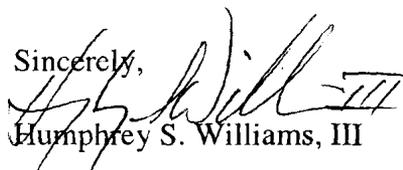
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Sincerely,



Humphrey S. Williams, III

HONORABLE ANTHONY J. PRINCIPI
BRAC COMMISSION
2521 SOUTH CLARK STREET, SUITE 600
ARLINGTON, VA. 22202

BRAC Commission

AUG 04 2005

received

DEAR CHAIRMAN PRINCIPI,

I BELIEVE THAT THE RECOMMENDATION TO CLOSE THE PORTSMOUTH NAVAL SHIPYARD WOULD BE A MISTAKE FOR THE NAVY AND FOR THE COUNTRY. PORTSMOUTH NAVAL SHIPYARD IS A LEADER IN QUALITY AND WORKMANSHIP THAT OTHER NAVAL SHIPYARDS TRY TO FOLLOW. PORTSMOUTH NAVAL SHIPYARD IS A LEADER IN JOB DEVELOPMENT AND NEW WORK PRACTICES THAT LEAD TO COST REDUCTION AND QUALITY WORKMANSHIP, NOT TO MENTION COST SAVINGS. PORTSMOUTH RECORD ON SUBMARINE OVERHAUL AND REPAIR STANDS ABOVE ALL OTHERS AND WOULD BE LOST IF THE SHIPYARD WERE TO CLOSE.

CLOSURE OF THE PORTSMOUTH NAVAL SHIPYARD WOULD RESULT IN THE LOSS OF A HIGHLY SKILLED WORK FORCE. THIS IS A WORK FORCE THAT HAS A "CAN DO" ATTITUDE, AND HAS SUPPORTED NAVY MAINTENANCE THROUGHOUT THE WORLD. I BELIEVE THAT THE LOSS OF SKILLED WORKERS WOULD HURT THE NAVY AND LEAD TO LONGER MAINTENANCE TIME FOR SUBMARINES AS THEY WOULD NOT RETURN BACK TO THE FLEET AS THEY DO TODAY. ALSO, THE LOSS OF THE SHIPYARD AND IT'S NUCLEAR LISENCE WOULD BE EXTREMELY HARD AND EXPENSE TO REPLACE ONCE GONE.

IN CLOSING, AGAIN I BELIEVE THAT THE PORTSMOUTH
NAVAL SHIPYARD SHOULD NOT BE CLOSED. I FEEL THAT
THE NAVY AND THE COUNTRY NEED THIS HIGHLY SKILLED
AND PRODUCTIVE WORK FORCE TO REMAIN ON THE JOB. WE
NEED TO HELP KEEP THE NAVY ON TRACK AND THE
COUNTRY PROTECTED.

THANK YOU FOR YOUR TIME,

DAN LAVIGNE

411 KENNEBUNK POND ROAD

LYMAN, MAINE 04002.

Catherine E Taylor
PO Box 628
E Hampstead, NH 03038



BRAC Commission

July 4 2005

received

July 30, 2005

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

Dear Mr. Principi:

I am writing this letter not only as a resident of NH, but also as an AVP of a locally run bank. I am asking that we keep the shipyard open. Not only will thousands of jobs be lost, but also the closing of the shipyard will affect the economy of NH directly.

Sincerely,

A handwritten signature in black ink that reads "Catherine E Taylor". The signature is fluid and cursive, with the first and last names being more prominent.

Catherine E Taylor

1.

BRAC Commission

July 21, 2005.
AUG 17 2005

For:

"Brac Commissioner"

and "Brigadier General Sue E. Turner"

U.S. A. F. (Ret.)

Dear Commissioner Turner-

I am writing you, to ask of you, could you please do everything in your power, to help us, to keep the Portsmouth Naval Shipyard, open, and to remove it, from the base closure list.

"My precious son", works there, he loves his job, wants to work there for years and years to come. He gives 100% of himself to do the best he can. I can remember, as a child of 6 or 7 years old, the Naval Yard workers, whom had children, were allowed, to bring their children there, to receive 2 or 3 Christmas gifts each, and I grew up in a very poor family, and going down there to get those Christmas gifts, with my siblings, was "so exciting." That time, was one of the few highlights of my childhood, that made me "so happy!"

I myself, have never heard of any other Naval Shipyard doing anything like the above. I

(2.)

do have a lot of former classmates, whom also work there. Been there 30+ years. So much dedication, and years, and devoted workers, to their jobs, to just throw all that away. All this makes us a stronger country, especially in our now terrorism world, we need our Naval Shipyards.

We all need to band-together, fight to keep what's ours, and not lose what we've all worked hard, to achieve.

So many years that Shipyard (Portsmouth, N.H.) has been giving so very many people, jobs, the means to give back to their surrounding communities, in so many wonderful ways, not just economically.

Def. Sec.

How can Rumsfeld even put the Portsmouth Naval Shipyard, on the Closure List, when, last I had heard, he hadn't even set foot on the shipyard, before he made that decision. Is this an act of discrimination against the Portsmouth (N.H.) Naval Shipyard, or maybe purely a political act, either way, the United States of America, will lose a lot of her strength as a country - protecting all its citizens, if they do close down the PNSY (Portsmouth Naval Shipyard), it will only make us all the more vulnerable to the terrorists, out to destroy our freedoms, that we've all strived to keep. I feel that closing down the PNSY can only be a devastation that lets hope, we will NOT have to endure, it will only

3.

4

remove our strength, on our East Coast. The PNSY is like our Knight and Shining Armor! As long as they remain open, I feel the terrorists can't slip past them, to get to the private sectors of the surrounding communities.

How can Rumsfeld make a decision to put us on the Closure List, using his own made up reasons, straying far from the Naval guidelines? How can he get away with doing what he wants to do, his own way, and not the correct way or following the Naval Rules. Maybe he should be investigated, 'cuz he made the decision, if I do remember right, from flying over the PNSY - not man enough, to come on foot, and view all the wonderful things the PNSY has to offer, and ~~see~~^{see} the love, devotion, sweat, all the PNSY workers have put into their jobs there, and we are all like one huge, hardworking, extended family, when you think of the surrounding communities, and the Naval Yard. The PNSY worked all the past two centuries, and they are still going strong - they sure are doing everything right, they are very dedicated to their jobs, and we need to remain open!!!!

I feel so strongly, and have to say, that, maybe Rumsfeld should go on a pay cut, of \$5.15 an hour, give him a \$200.00 a month apartment, let him struggle for a year, trying to

(4)

make ends meet, then, maybe, if he has a heart, or some form of conscience, see, feel, live, for himself, the struggle, stress, almost impossible-ness, of what we all have to deal with, on a low-paying job - people will have to go without food, medication, in return, to have enough money to cover their monthly rent, or mortgage. This is the devastation that all the hard-workers will have to face, endure, should the P~~NSY~~ close. The P~~NSY~~ workers don't deserve this slap in the face. Is this how the U.S.A. repays their loyal, hard-working, honest, workers - if so, that I will be one of many, to say, or feel, that I am ashamed to call myself an American.

So much is done for political reasons, no, stop. Let's start a new 1st time trend, let's start to do things to benefit all the hard workers, of our United States, work-force. For once, let the workers of the U.S., for once, let them, and their many needs, come 1st.

We've always had a male president, maybe we should consider having a female president to change the way our country is heading - ^{Total} Devastation of our society, can only be the result of the base closure of P~~NSY~~ - we need to fight to not let that devastation happen!

Please, take a few minutes, to let your mind, absorb the contents of my letter. We need to fight, to

(5)

Keep what our Ancestors, and, all of us, have worked so hard, the past 200+ years, to achieve, and build up!

There is no excess capacity among the Portsmouth Naval Shipyard, every space is being used, by hard, devoted, (and giving the best quality they can) workers. The Navy Yard In Portsmouth N.H. Does Not Waste Space. I do have to add, there may be many, many, nights, of wasted unable to sleep nights, caused from all the excess stress the PNSY workers have had to endure, and will be, still, for many more nights to come. That's no fair to do this, to all the workers of the Navy Yard. We need to show our hard working work force that we'll stand behind them 100%, and win this fight.

I sure would like to know, just how the ^{Navy} PNSY thinks it can work effectively, without the PNSY on their team, or part of their team.

The PNSY does the work cheaper, faster, but, honestly and conscientiously, good quality of work done, should mean, or hold a lot of weight at the decision-making table.

Don't they take the above into consideration??

What about the Merit Award, they received the day before the Broc list of closures

(6)

became known? Doesn't that mean anything, It
Should.

Who is running the show here? Maybe
someone(s) better get all the facts, before they rush
to put us on the Base Closure List, which I am
upset, (and I'm sure I don't stand alone here), that a
decision to close us down, could be made from the
seat of an airplane.

Rumsfeld He must have hawk-eyes, 'cuz it does not show
brains, on his decision making skills, maybe he
needs to step down from being the Secretary of
Defense. I'd be happy to place my first vote, I'd
stand proud to see him step-down! We need people
who are not selfish and, are out to stop us, from
losing our freedoms, jobs, and the lives as we knew
them, before the Base Closure List ^{+ lifestyles} became known.

Portsmouth does the best submarine re-
Navy Yard

pair and overhaul work, and the ^{Portsmouth} Navy Yard has made
it Very Very clear, by the beautiful quality of
work, that they send out. The Navy has also
acknowledged this, too, or they would not have re-
ceived that "merit of award". That has to mean
Alot!!!

Also, the taxpayers are saved Millions, by
having the Naval Yard (Ports.) open, also.

I can not see how the economy could possibly

(7)

ly benefit by closing the Naval Yard - that does not make any sense to me, and everyone else.

Well, I guess I will close now. One last thing - I'd like to say - take the paycheck Burnsfield gets, and put it into the financial fight to keep the PNTSY open, or, if he wants to have money - give him \$5.15 an hour, the Navy sure would save a lot of money, but also, may - be they could really keep the PNTSY open!

Well, this is the end of my letter, and I sure hate to see my precious son lose his job, he has to pay sky-high rent. I am really worried about my son, please, keep the PNTSY open!

"Sincerely,"
Janice Bacon Smith
P. O. Box-1485
Dover, N.H.

03821-1485

"
Thank-You
for taking time
to read all this.