



**Defense Base Closure and Realignment Commission
Portsmouth Naval Shipyard Regional Hearing**

Agenda

Saturday, 3 June 1995 - 8:30 - 10:05 a.m.

- *WELCOME AND REMARKS*

The Honorable Alan Dixon, Chairman, Defense Base Closure and Realignment Commission

- *CRITERIA SIX: ECONOMIC IMPACT*

The Honorable Angus S. King, Governor of Maine
The Honorable Stephen Merrill, Governor of New Hampshire

- *CRITERIA SEVEN: COMMUNITY INFRASTRUCTURE*

Mr. Philip McCarthy, Town Manager, Kittery, Maine
The Honorable Eileen Foley, Mayor of the City of Portsmouth, New Hampshire

- *SHIPYARD PRESENTATION*

- Introductory Remarks

CAPT. Carl N. Strawbridge, USN, Shipyard Commander

- Presentation

Ms. Anne M. Stillman, Shipyard Nuclear Department Head

- Concluding Remarks

VADM George R. Sterner, USN, Commander, Naval Sea Systems Command

- *CONGRESSIONAL DELEGATION REMARKS*

U.S. Senator William S. Cohen of Maine

- *PUBLIC COMMENT*

- *CONCLUDING REMARKS*

The Honorable Alan Dixon

Document Separator



**State of Maine
Angus King, Jr.
Governor**

I would like to thank Chairman Dixon and the members of the 1995 BRAC Commission for this opportunity to address them in support of the Portsmouth Naval Shipyard. The Portsmouth Naval Shipyard represents a huge economic force within the Maine and New Hampshire economies. I am here to describe to you two basic factors about my concern for losing it. The first is the current state of our economy after the recent national recession, and the significance to that economy of the high quality jobs that the shipyard provides. The second is the cumulative effects that the economies of our two small states have already endured due to the national defense downsizing that has occurred since 1989, and exactly what the further implications of a shipyard closure would mean to my citizens.

As Governor of the state of Maine, I join with the citizens of both Maine and New Hampshire in a proud heritage of helping our nation produce and maintain an exemplary military force. From the Aegis destroyers produced in Bath to the LA class submarines at the Portsmouth Naval Shipyard, Maine has always been ready and willing to do our share in ensuring our nation's security.

As our nation has faced the new priority of eliminating excess capacity in our military forces, Maine has also done its share of defense downsizing. However, defense still remains my state's third largest industry and the business of our largest employer, Bath Iron Works. Since 1989, my state of Maine has suffered the loss of over 18,000 direct Department of Defense jobs. For a state with a workforce of approximately 600,000, this is a very significant burden to shoulder.

We have also experienced the recent closure of Loring Air Force Base. The base, in our northernmost county, accounted for 10% of Aroostook County's labor force. These numbers demonstrate that the cumulative impact of defense cutbacks and base closures has hit Maine - part of our nation's most defense dependent region - particularly hard. Persistent defense downsizing has slowed Maine's economic recovery from the recent national recession dramatically. A key point for the commission to take note of is that the type of new jobs being created cannot replace the high-quality, high-paying defense sector jobs with good benefits at a shipyard like Portsmouth. As depicted in Chart #1 of my presentation, the average shipyard worker earned \$41,700 in 1994, while the earnings of the average Maine or New Hampshire citizen was \$24,800.

With the potential closure of the Portsmouth Naval Shipyard, my state faces the worst possible scenario. You can see from chart #2 of my presentation that York County, Maine will suffer the loss of a much larger share of its wages and salaries than would be lost in the three county region as whole, due to the much smaller size of the York County economy. A shipyard closure would force York County to endure a 13.5% loss of total wages and salaries paid within the county.



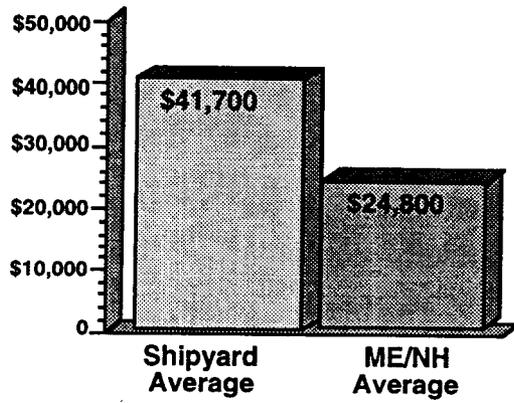
Besides the effects on these quality jobs and the income they provide to my citizens, it is important for you to note that a shipyard closure would not represent a small share of the defense cutbacks our two state region has already undergone. In fact as chart #3 from my presentation depicts, a shipyard closure would represent 25% of the entire defense related job losses in our region over the past five year period. In my opinion it is extremely important for you to recognize that the 32,000 cumulative defense-related job losses, which we have undergone in our two small and largely rural states since 1989, is not unrelated to the fact that my state of Maine is still experiencing an extremely anemic recovery from the recent national recession. The employment statistics show that while our nation and many of our sister states began showing signs of job growth as early as 1992, as of the end of 1994 Maine was still declining in its employment base.

The closure of the Portsmouth Naval Shipyard, and the loss of the 11,000 jobs that the shipyard creates within our small economy would seriously exacerbate the situation of our slow economic recovery from the recent recession. In fact, as the final chart of my presentation shows (chart #4), the closure of the Portsmouth Naval Shipyard will essentially amount to an equal amount of job loss for York County, Maine as was caused by the recession. I probably don't have to emphasize that a shipyard closure and the related job loss that would come in one fell swoop is likely to cause more pain, and have an even more extreme affect, on the morale of the local citizenry than a recession that spread an equivalent amount of job loss over a four year period.

As a result of this presentation I am sure that you can understand why I am so emphatic about what the implications of a Portsmouth Naval Shipyard closure would mean for my state and especially for York County which is still struggling to regain jobs after a four year period of decline.

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Annual Wage & Salary: 1994
(Shipyards Average vs. ME/NH Average)

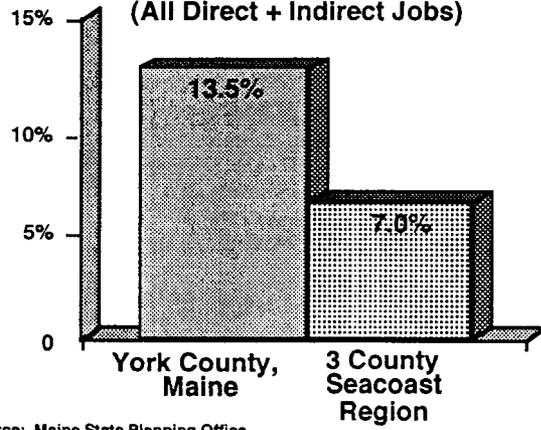


Data Source: U.S. BEA Wage and Salary Data/Portsmouth Naval Shipyards

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Shipyard's Share of Local Wages

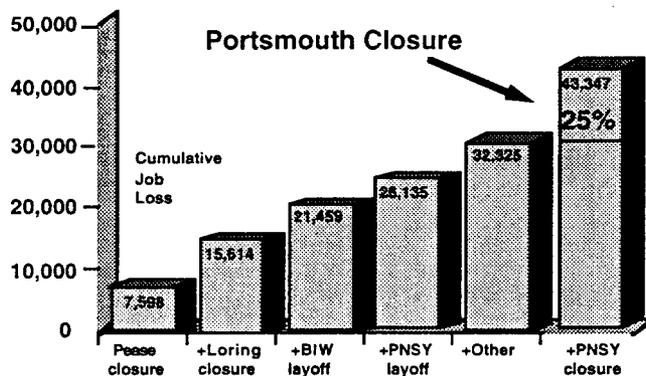
(All Direct + Indirect Jobs)



Data Source: Maine State Planning Office

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

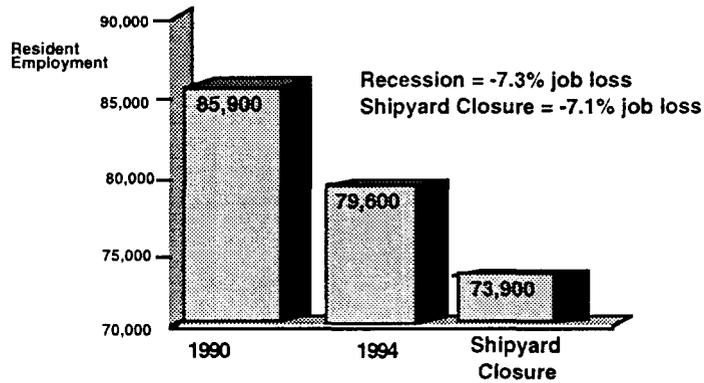
Cumulative Defense Related Job Losses
(In Maine & NH since 1989)



Data Source: Maine State Planning Office

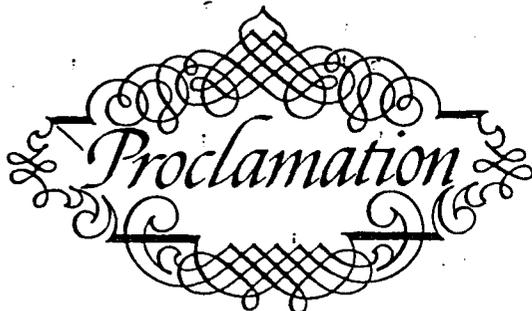
PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Employment: York County, Maine
(Shipyards Closure = Recession)



Data Source: Maine State Planning Office/Maine Department of Labor

State of Maine



WHEREAS, from the earliest days of the settlement of the colonies of the new world shipbuilding was a proud and mighty industry of our forefathers; and

WHEREAS, the shipbuilding industry along the coast of New England is a true reflection of the strength and rectitude of the people that carved this country out of wilderness and laid the foundation upon which it stands to this day; and

WHEREAS, the Portsmouth Naval Shipyard is a cornerstone of American history having a maritime heritage that predates The United States of America by more than a century; and

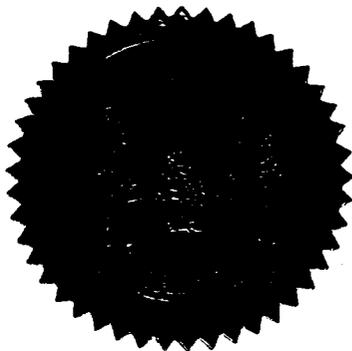
WHEREAS, the Portsmouth Naval Shipyard is today one of our nation's most modern facilities serving the United States Naval Forces with the cutting edge of technology and a workforce known for integrity, honesty, hard work and getting the job done as scheduled; and

WHEREAS, the Portsmouth Naval Shipyard is a vital component of the fabric of life here in Northern New England and a key player in the defense of our country from the time of our Revolution to the edge of the next millennium and beyond,

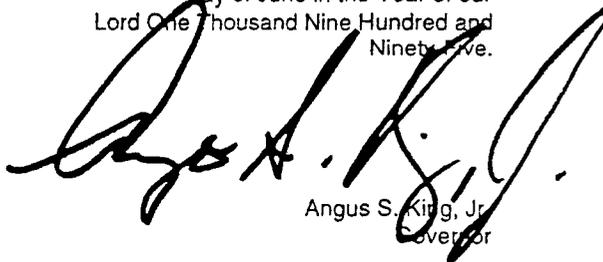
NOW, THEREFORE, I, ANGUS S. KING, JR., Governor of the State of Maine, do hereby proclaim the month of June, 1995 as

PORTSMOUTH NAVAL SHIPYARD MONTH OF HONOR

throughout the State of Maine, and urge all citizens to join in support of the Portsmouth Naval Shipyard to remain open and to continue it's paramount role in maintaining peace here in America and throughout the free world.



In testimony whereof, I have caused
the Great Seal of the State to be
hereunto affixed GIVEN under my
hand at Augusta this second
day of June in the Year of our
Lord One Thousand Nine Hundred and
Nineteen.



Angus S. King, Jr.
Governor



G. William Diamond

State of Maine

In the Year of Our Lord Nineteen Hundred and Ninety-Five

JOINT RESOLUTION RECOGNIZING THE PORTSMOUTH NAVAL SHIPYARD AT KITTERY, MAINE

Whereas, more than 3 centuries ago along the banks of the Piscataqua River, our nation's earliest settlers began chopping down trees and perfecting their skill at building ships; and

Whereas, from the construction of the frigate HMS Falkland for the Royal Navy in 1690 to present day overhauling of Los Angeles Class submarines, the tradition of building ships continues along the Piscataqua River at the Portsmouth Naval Shipyard at Kittery, Maine; and

Whereas, the Portsmouth Naval Shipyard at Kittery, Maine has provided an opportunity to generations of shipyard workers to practice their craftsmanship and develop the skills that have played a key role in the nation's defense for nearly 200 years; and

Whereas, due to the shipyard's continued modernization of its facilities and the technological expertise of its workforce, it has remained the premier facility for the repair and maintenance of submarines, which are the backbone of the fleet of the United States Navy; and

Whereas, June 2nd and 3rd will be observed as Portsmouth Naval Shipyard Days; now, therefore, be it

Resolved: That We, the members of the 117th Legislature of the State of Maine, now assembled in the First Regular Session, take this opportunity to commend all of the shipyard's workforce who remain second to none in the repair and modernization of submarines and offer our support for continued success in serving the United States Navy; and be it further

Resolved: That suitable copies of this resolution, duly authenticated by the Secretary of State, be transmitted to Commander Carl Strawbridge and to each member of the Maine Congressional Delegation.

House of Representatives

Read and Adopted

June 1, 1995

Sent up for Concurrence

Joseph W. Mayo
JOSEPH W. MAYO
Clerk

H.P. 1114

ATTEST:

John F. Blodgett
Speaker of the House of Representatives

In Senate Chamber

Read and Adopted

June 1, 1995

In Concurrence

May M. Ross
MAY M. ROSS
Secretary

ATTEST:

Nathan H. Fernald
President of the Senate

Sponsored By:

Rep. David N. Orr
of York

Cosponsored By:

Rep. Joseph G. Carleton, Jr.
of Wells

Rep. Howard A. Chick
of Lebanon

Rep. Wesley Farmum
of South Berwick

Speaker Dan A. Gwadosky
of Fairfield

Rep. Steven Joyce
of Biddeford

Rep. Jeffery Joyner
of Hollis

Rep. George J. Kerr
of Old Orchard Beach

Rep. Lloyd P. LaFountain, III
of Biddeford

Rep. Kenneth F. Lemont
of Kittery

Rep. Jack L. Libby
of Kennobunk

Rep. James D. Libby
of Buxton

Rep. John P. Marshall
of Eliot

Rep. Michael J. McAlevy
of Wauzoboro

Rep. Eleanor M. Murphy
of Berwick

Rep. Guy R. Nadreau
of Saco

Rep. Richard A. Nase
of Acton

Rep. Norman R. Paul
of Sanford

Rep. Theodore M. Poirier
of Saco

Rep. Harry G. True
of Fryeburg

Rep. John L. Tuttle, Jr.
of Sanford

Sen. Mark W. Lawrence
of York County

President Jeffrey H. Butland
of Cumberland County

Sen. David L. Carpenter
of York County

Sen. W. John Hatchway
of York County

Sen. Willis A. Lord
of York County

Sen. Joan M. Pendexter
of Cumberland County

In Testimony Whereof, I have caused the seal of the State to be hereunto affixed. GIVEN under my hand at Augusta, this first day of June, in the year one thousand nine hundred and ninety-five.

Bill Hammond
Secretary of State

State of Maine

In the Year of Our Lord Nineteen Hundred and Ninety-Five

JOINT RESOLUTION MEMORIALIZING THE CONGRESS OF THE UNITED STATES ON THE FUTURE OF THE UNITED STATES NAVAL SHIPYARD AT KITTERY, MAINE

We, your Memorialists, the members of the One Hundred and Seventeenth Legislature of the State of Maine, now assembled in the First Regular Session, most respectfully present and petition the Congress of the United States as follows:

Whereas, the Department of the Navy has maintained a shipyard at Kittery, Maine since June 12, 1800; and

Whereas, the United States Naval Shipyard at Kittery has performed duties in an exemplary manner throughout its almost 2 centuries of history; and

Whereas, the Kittery shipyard is one of the most up-to-date facilities available in the United States for the repair, overhauling and refueling of naval vessels; and

Whereas, the communities in Maine, New Hampshire and Massachusetts located near the Kittery shipyard offer an abundance of highly trained, skilled and experienced workers who have an outstanding work ethic; and

Whereas, the State of Maine is firmly committed to actively supporting the continuation of the United States Naval Shipyard at Kittery; now, therefore, be it

Resolved: That We, your Memorialists, respectfully recommend and urge the Congress of the United States to continue to operate, develop and diversify the United States Naval Shipyard at Kittery, Maine; and be it further

Resolved: That we further urge the Congress of the United States to take all necessary action to ensure that the Kittery shipyard remains an integral component in a post-Cold War defense strategy; and be it further

Resolved: That suitable copies of this Memorial, duly authenticated by the Secretary of State, be transmitted to the Honorable William J. Clinton, President of the United States, to the President of the Senate and the Speaker of the House of Representatives of the Congress of the United States and to each Member of the Maine Congressional Delegation.

In Senate Chamber
Read and Adopted

February 23, 1995

Sent down for Concurrence

May M. Ross
MAY M. ROSS
Secretary

House of Representatives
Read and Adopted

February 23, 1995

In Concurrence

Joseph W. Mayo
JOSEPH W. MAYO
Clerk

S.P. 252

ATTEST: *Jeffrey H. Butland*
President of the Senate

ATTEST: *David S. G. G.*
Speaker of the House of Representatives

Sponsored By:

Sen. Mark W. Lawrence
of York County

Cosponsored By:

Sen. Jane A. Amero
of Cumberland County

Sen. Beverly Miner Bustin
of Kennebec County

President Jeffrey H. Butland
of Cumberland County

Sen. David L. Carpenter
of York County

Sen. W. John Hathaway
of York County

Sen. R. Leo Kieffer
of Ardenne County

Sen. Willis A. Lord
of York County

Sen. Dale McCormick
of Kennebec County

Sen. Juan M. Pendexter
of Cumberland County

Rep. Kenneth F. Lemont
of Kittery

Rep. Joseph G. Carleton, Jr.
of Wells

Rep. Howard A. Chick
of Lebanon

Rep. Wesley Faroum
of South Berwick

Speaker Dan A. Owadoksy
of Fairfield

Rep. Paul F. Jacques
of Waterville

Rep. Steven Joyce
of Biddeford

Rep. Jeffery Joyner
of Hollis

Rep. George J. Kerr
of Old Orchard Beach

Rep. Lloyd P. LaFountain, III
of Biddeford

Rep. Priscilla Lane
of Enfield

Rep. Jack L. Libby
of Kennebunk

Rep. James D. Libby
of Buxton

Rep. Michael J. McAlevy
of Waterboro

Rep. Eleanor M. Murphy
of Berwick

Rep. David N. Orr
of York

Rep. Theodore M. Poirer
of Saco

Rep. Harry G. True
of Fryeburg

Rep. Peter P. Truman
of Biddeford

Rep. John L. Turtle, Jr.
of Sanford

Rep. Walter E. Whitcomb
of Waldoboro

In Testimony Whereof, I have caused the seal of the State to be hereunto affixed. GIVEN under my hand at Augusta, this twenty-fourth day of February, in the year of our Lord one thousand nine hundred and ninety-five.

Paul S. G. G.
Secretary of State

Resolution Supporting the Portsmouth Naval Shipyard

WHEREAS, the Department of the Navy has maintained a shipyard at Kittery, Maine since June 12, 1800; and

WHEREAS, the Portsmouth Naval Shipyard has performed in an exemplary manner throughout the almost two centuries of history; and

WHEREAS, the Base Closure Commission will be considering Portsmouth Naval Shipyard for possible closure; and

WHEREAS, the United States Navy has recommended to the Commission that Portsmouth must remain open if the Navy is to accomplish its mission;

NOW THEREFORE BE IT RESOLVED that the Board of Selectmen of the Town of York respectfully recommends and urges the Base Closure Commission to adopt the recommendation of the United States Navy and continue to operate, develop and diversify the Portsmouth Naval Shipyard at Kittery, Maine;

BE IT FURTHER RESOLVED that the Board of Selectmen does hereby proclaim June second and third Nineteen Hundred and Ninety-Five as *Portsmouth Naval Shipyard Days* in recognition of the outstanding contribution the Portsmouth Naval Shipyard makes to our National Defense.

IN WITNESS WHEREOF we have hereto set our hands and caused this seal to be affixed this thirty-first day of May, Nineteen Hundred and Ninety-Five.

Mary Andrews

James B. Mattitt

Lawrence T. Jackson

Michael K. West

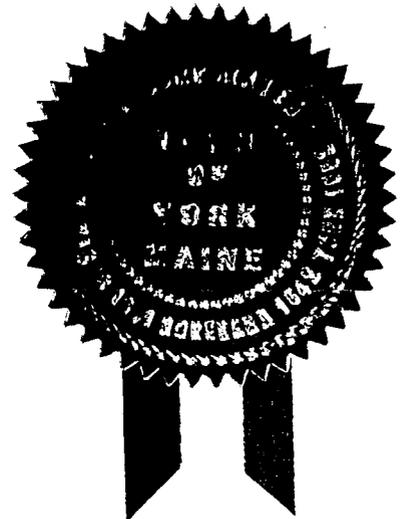
Robert B. McIntire

BOARD OF SELECTMEN
TOWN OF YORK, MAINE

ATTEST:

Mary-Anne Szeniawski

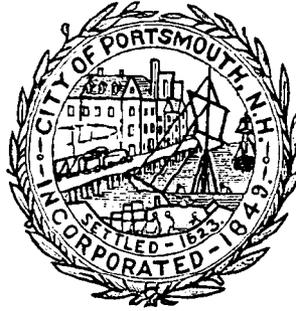
Mary-Anne Szeniawski, Town Clerk



PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995



PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995





**State of Maine
Town of Kittery
Philip McCarthy
Town Manager**

Chairman (Alan) Dixon and members of the Commission:

I am Philip McCarthy, Town Manager of Kittery, Maine and I am here this morning with Eileen Foley, Mayor of the City of Portsmouth, New Hampshire, representing the communities of the Greater Seacoast Area including a portion of both Maine and New Hampshire. All eight members of the Commission had an opportunity to visit the Shipyard and we very much appreciate your efforts to include that in your busy schedule. In as much as you have seen the Shipyard and some of the surrounding communities, my remarks this morning will be very brief.

I would like to draw your attention to the slide of the communities' characteristics. You have the detailed information in your data call and I will not recite those numbers at this time. It is sufficient to state that we have adequate housing for both military and civilian personnel. We have ample recreational and cultural activities. We have a significant number of military retirees. This is in itself a significant statement and I would call it "quality of life". The quality of life available to the military personnel is exceptional.

As I am sure you noticed when you left the Shipyard, you entered a residential community, not an extension of an industrial complex. We have a highly trained and very skilled workforce.

I might add that five years ago the total workforce was slightly over 8,000, and during World War II it exceeded 20,000. The point is we have a workforce capable of responding to the needs of the Shipyard. We are at the hub of the interstate highway system as well as having the availability of rail and water, to meet our transportation needs.

Necessary public utilities, including natural gas if it is deemed to be economically and environmentally viable, are in place. And, we have mutual aid agreements between fire and police departments of local communities and the Shipyard.

In summary, history shows that we have met the needs of the Shipyard. We are currently meeting the needs of the Shipyard. In fact, if needs change in the future requiring increased activity at the Shipyard, we have the infrastructure to meet those needs as well. As this slide states, "Growth can be accommodated with little or no adverse impact on the community infrastructure and with little or no expense".

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Community Characteristics

- Housing
- Schools
- Recreation
- Cultural Activities
- Residential Community
- Military Retirees
- Work Force
- Transportation
- Utilities
- Fire/Police Protection

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Community Infrastructure

**“Growth can be accommodated
with little or no adverse impact to
existing community infrastructure
and at little or no additional
expense.”**



State of New Hampshire
City of Portsmouth
Eileen Foley
Mayor

The Portsmouth Naval Shipyard is and always has been the heartbeat of this area. It is a special neighborhood. It would be difficult to find any person who, over the years, has not been touched in some way by this vibrant island in the Piscataqua River. Both service and shipyard retirees stay in this area because they simply like it here. They love to tell stories of World War II and the yard... The wives, sweethearts who became pipefitters helpers, machine helpers, electricians helpers, painters helpers (and I was one of those!). We welcomed the challenges during those war years. We broke every record in submarine building that we had set and then broke every new record that we had ourselves created. And, after the war was over, like every business, industry, every household, we adjusted to peace and a peacetime schedule. Yet, the yard never stood still. It simply changed gears...changed direction when necessary, changed priorities as they looked in to the future. They seemed to be saying:

“We have learned zero defects, quality control, planning for the future. We have lost our marines, our naval prison, our naval hospital...we have acquired great new equipment, a wonderful machine shop, and a fifty million dollar plus huge dry dock complex. We are surviving and doing well! Please look at us.

We are not just computer software, a time card, an employee number. We are shipyard people...all ages, all races, all creeds. We are a closely knit group of truly talented workers from the towns and cities in this Seacoast Area.”

The shipyard has been a vital part in the lives of thousands of citizens who have worked at the shipyard, retired, their children followed the tradition as did their children. Through layoffs, closure threats, bumping rights, tightening of belts, the shipyard personnel have proven their worth. Always upbeat, they have maintained their work excellence. Their performances in all trades are superb. The jobs are completed on time or earlier. They are proud and they deserve to be proud.

The Portsmouth Naval Shipyard is more than an institution. It is a living, working, wonderful part of all our lives. It is truly the heart of this area. Please do not separate us. For our heart would indeed be broken.

PORTSMOUTH NAVAL SHIPYARD
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PORTSMOUTH NAVAL SHIPYARD



Introductory Remarks
SHIPYARD PRESENTATION
(Captain Strawbridge)

Good morning Chairman Dixon and members of the Commission.

Yesterday you saw first hand the Portsmouth Naval Shipyard's modernized facilities and extensive skills and experience base that are in place to meet the Navy's full-service maintenance needs now, well into the future, with special expertise in repairing, refueling and modernizing the Los Angeles Class nuclear submarines.

Throughout this base closure process, I am proud to say that the people of this Shipyard and the surrounding communities have consistently focused on the merits of this Shipyard and its essential role in the Navy maintenance plan. We will continue that approach at this hearing.

I would like now to introduce Ms. Nan Stillman; Ms. Stillman has been a Shipyard employee for over 26 years, is currently a senior shipyard department head and a member of the Naval Civilian Managers and Shipyard Employees Associations. Ms. Stillman will be assisted as required by several other long-term employees of the Shipyard, seated at the table.

Ms. Stillman will be followed by VADM George R. Sterner, Commander, Naval Sea Systems Command to whom I as Shipyard Commander report for the efficient and effective performance of our mission.

Ms. Stillman

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Our Assessment

Navy/DOD Conclusion is correct

- **Right balance of capacity and risk**
- **Our capabilities match future needs**

OUR ASSESSMENT

(Ms. Nan Stillman)

Good morning, Chairman Dixon, Commissioners.

Our purpose today is to present information to you supporting the Navy and Department of Defense decision to retain Portsmouth Naval Shipyard.

Our presentation provides information in **two** general areas:

#1 - Why we believe the Navy and DoD recommendations produced the correct balance of capacity reduction and risk,

and

#2 - The match between Portsmouth Naval Shipyard capabilities and the Navy's future needs.

Our presentation will support the conclusions that there was no substantial deviation in the Navy/DoD process and that Portsmouth is the most capable shipyard to support the Navy's future strategy, roles and missions.

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Rationale

- **Evaluation of the central factors**
 - **Military value**
 - **Capacity**
- **Our key role in submarine fleet support**
- **Our flexibility beyond mission**

RATIONALE

Our rationale and conclusions are based on:

- An evaluation of the central factors including military value and capacity;
- The fact that we play a vital and necessary role in supporting the Fleet's submarine needs;
- And our flexibility in that we are not limited to just submarine work; performing the Navy's most complex work enables us to do less complex work as well.

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Military Value

- **Equal values reflect different capabilities**
- **Portsmouth's significant capabilities include**
 - **Nuclear qualifications and proficiency**
 - **Extensive submarine experience**
 - **Customized facilities**

MILITARY VALUE

The military value matrix assigns points based on the questions asked. Seemingly equivalent numerical scores can be derived from significantly different capabilities. The numerical difference between the scores for Portsmouth and Long Beach is statistically insignificant....particularly when compared to the substantial difference in the type of capability represented by the numbers.

The significant capabilities reflected in Portsmouth's military value score include:

- Nuclear qualifications and proficiency
- Extensive submarine experience
- Customized facilities for 688 Class overhauls and refueling

These capabilities best match the Navy's future needs.

PORTSMOUTH NAVAL SHIPYARD
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Capacity

- **Navy recognized the indefinite nature of the future submarine workload as a significant risk factor**
- **The majority of future nuclear work is submarines**
- **Further nuclear capacity reduction poses an unacceptable risk**

CAPACITY

Capacity numbers developed by Navy were based on certified data and reflect the guidance used in the certified data calls. They are not absolute values but rather are relative measures. The realism of these numbers is a direct result of the constraints or lack of constraints applied as the numbers were developed.

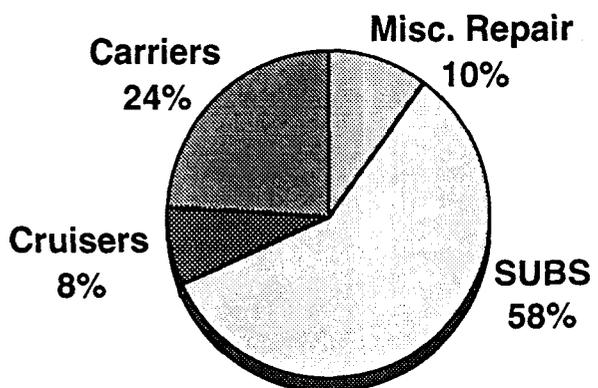
The capacity number used by the Navy was unconstrained and assumed a perfect world, i.e.:

- a sustainable skill mix for the workload over time,
- support facilities always available,
- any shipyard capable of any work,
- unlimited supply of skilled workers.

While this number provides a basis for evaluation, **it cannot stand alone!**

PORTSMOUTH NAVAL SHIPYARD
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**Naval Shipyard FY2001 Nuclear
Workload**



The most significant factor in determining whether capacity is excess or not is future workload. The Navy determined:

“that the size and nature of the future fleet is particularly indefinite” and that there are “potential significant impacts on nuclear workload.”

Workload impacts include: military threats, changing fleet needs, emergent work, and the uncertainty of submarine new construction.

Also considered was what types of ships made up the future nuclear workload. The majority of the future nuclear workload is submarines. This chart shows a typical workload mix with 58% of the work being submarines. [Additionally, 688 Class Refuelings, DMP's and Non-Refueling Overhauls continue through the year 2018.]

In BRAC-91 and 93 there was a larger, and therefore more flexible, industrial base. With three of eight shipyards closed, two of these being nuclear shipyards, the risk of error in closure decisions becomes a greater concern. This is particularly important when considering future fleet nuclear workload requirements for refueling 688 Class submarines.

The Navy used their best judgment of these and other factors as they came to their conclusions. Their conclusion is clear:

FURTHER REDUCTION OF NUCLEAR CAPACITY IS AN UNACCEPTABLE RISK!

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Our Key Role In Fleet Support

- **Refueling experience**
- **Flexibility/capability**
- **Northeast Regional Maintenance Center**
- **Submarine center of excellence**

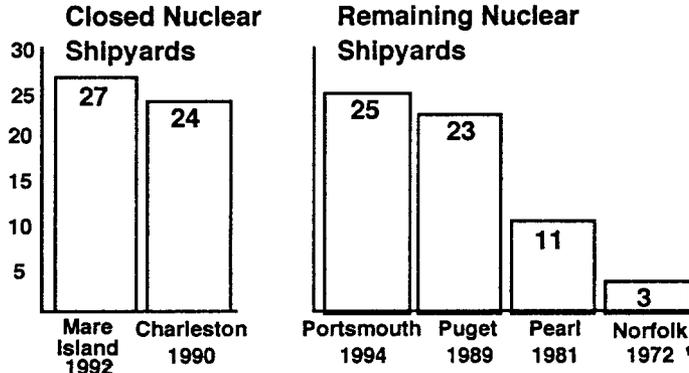
OUR KEY ROLE IN FLEET SUPPORT

Portsmouth plays a key role in supporting the Fleet's current and future needs.

- We have the most extensive submarine refueling experience
- We have exhibited significant flexibility and capability in supporting fleet requirements
- We are assuming a lead role in the Northeast for regional maintenance
- We have served a pivotal role in development of submarine technology and are positioned to support the fleet as the submarine center of excellence.

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Nuclear Submarine Refueling Overhaul Experience



*Start date for
most recent
RFOH/ERO*

REFUELING EXPERIENCE

This chart provides the distribution of nuclear refueling submarine overhauls completed at Naval Shipyards. As you can see, previous closure decisions have substantially reduced the Navy's submarine refueling experience and capability base. Only Mare Island and Portsmouth have done 688 Class Refuelings.

The data shown includes the start dates for the most recent refueling overhaul at each shipyard. As you can see, Portsmouth's most recent start was last year, Puget's was in 1989, Pearl's was in 1981, Norfolk's was in 1972.

Portsmouth is the remaining shipyard with:

- the most refueling experience
- the most current refueling experience
- and is the only shipyard with 688 Class refueling experience.

Our nuclear refueling capability is essential to support Navy's future needs.

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

Northeast Regional Maintenance Center

Opportunity to improve efficiency

- **A regional concentration of submarine activities**
- **Largest Navy industrial facility**
 - **Broadest capability**
 - **Greatest capacity**

REGIONAL MAINTENANCE

Given the large number of submarine mission related activities in the Northeast, shared functional support makes good sense and should prove an easy transition. From what the Northeast and other regions have experienced, regional maintenance improves efficiency and reduces the cost to maintain irreplaceable defense assets.

Portsmouth is playing a vital and central role in Navy's development of Regional Maintenance in the Northeast. When compared to other industrial activities, Portsmouth clearly enters the arena with the widest range of diverse capabilities and the greatest capacity to support regional maintenance consolidations.

Portsmouth is, and will continue to be, the absolute key to successful implementation of regional maintenance within the Northeast.

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

- Fleet Support**
Flexibility/Capability
- **East and West Coast**
 - **Planned/Unplanned**
 - **Submarines/Surface**
 - **Ships/Components**

FLEET SUPPORT FLEXIBILITY/CAPABILITY

We are extremely flexible in responding to the fleet's needs. We do major submarine work on both coasts - Kittery, Maine, New London, Connecticut, Norfolk, Virginia, and San Diego, California.

We respond to emergent requests whenever and wherever called, including Hawaii, Guam, Italy...among others. While our mission is primarily submarines, we perform work on surface ships, including recent work on frigate's, cruisers and Coast Guard cutters.

Additionally, we have become the Navy's experts in performing component repairs such as propulsion shafts and motor generator sets.

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

**Submarine Center Of
Excellence**

- **Facilities**
- **People**
- **Submarine work
discipline**

SUBMARINE CENTER OF EXCELLENCE

We are currently positioned as the submarine center of excellence based on our facilities, people, and submarine work discipline.

Our facilities are modern, well maintained, and customized for accomplishing submarine work. Our drydock complex is the most modern and efficient in the country for refueling and overhauling 688 Class submarines.

Our environmental performance in operating these facilities has been recognized by the State of Maine and the Secretary of the Navy.

PORTSMOUTH NAVAL SHIPYARD
REGIONAL HEARING 1995

We Are
THE Shipyard To
Support The
Submarine Force

CONCLUSION

Our people carry forward the experience in submarine design, construction, overhaul, modernization, and refueling going back to 1914....over 80 years of experience on submarines.

These people, those you saw yesterday, those behind me on this stage and the large contingent seated before you are the source of the skills and capabilities necessary to perform the Navy's most complex work -- submarines.

Each and every one of them understands the discipline, the rigor and the values that are absolute requirements for work on nuclear submarines.

As a result of this unique blend of tradition, experience, facilities, and the dedication of our people to submarine work, we are moving into the future as the submarine center of excellence.

WE ARE THE SHIPYARD TO SUPPORT THE SUBMARINE FORCE



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A Proven Record of Success

Fleet Support Strategy

Focused on Submarines, Undersea Warfare and Advanced Technology

Environmental

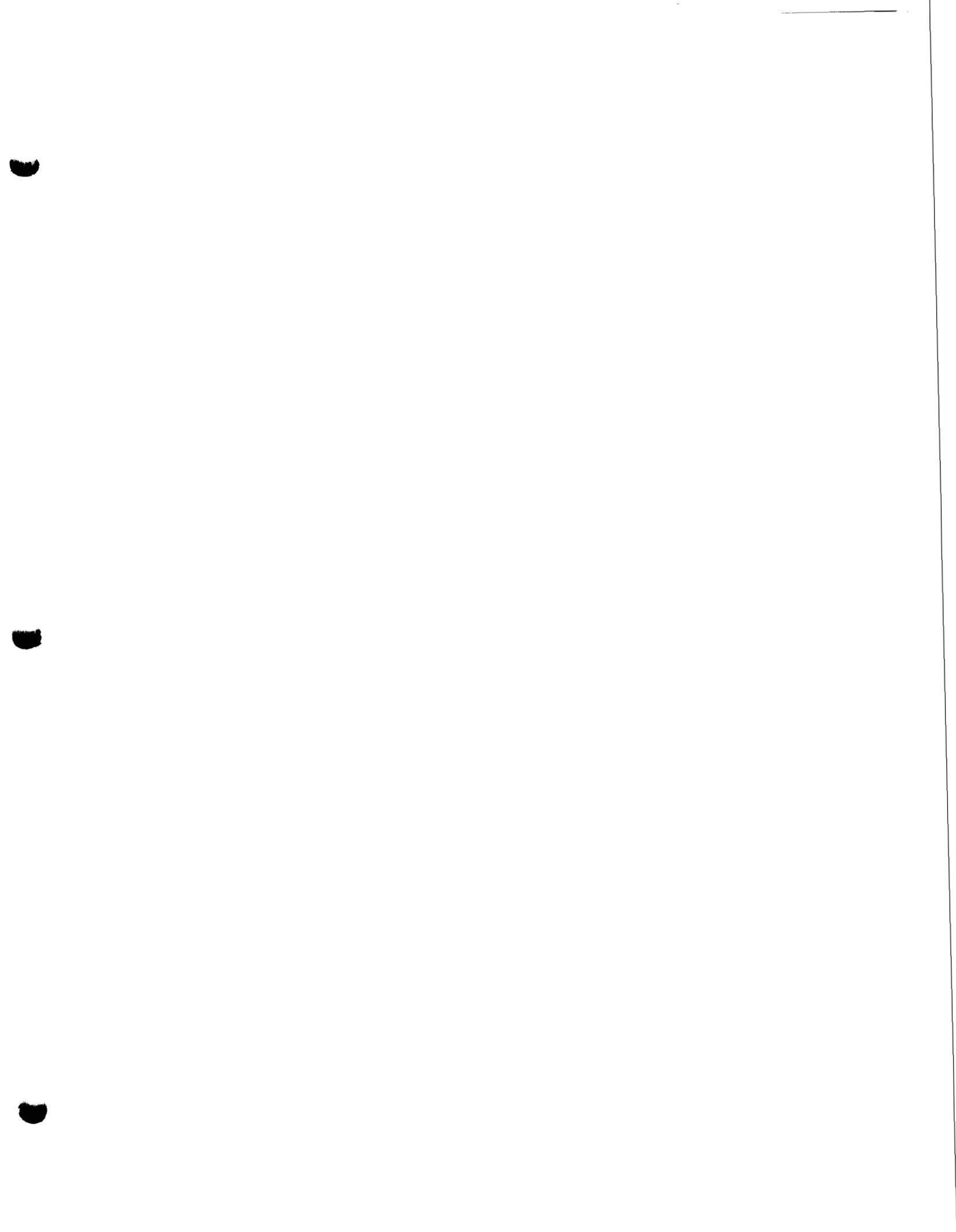
Environmental Affair Program Leads Navy

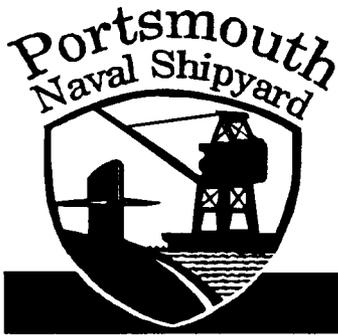
Economic Impact

Critical Component of the Area Economy

Facilities

Modern, Unique Facilities Provide Flexibility to Support Current and Future Mission





Military Value

The Differences in Capability Behind the Numbers



Military Value

- **DON Military Value Analysis**
- **Conclusion**



Military Value

DON Military Value Analysis

The Department of the Navy's Military Value analysis was based on questions designed to rate readiness, facilities, mobilization capability, and cost and manpower implications. The purpose stated by the Department of Navy was to assess the relative military value of installations.

The Military Value Matrix assigns military value points based on the questions asked. Seemingly equivalent numerical scores can be derived from significantly different capabilities. Qualifiers and military judgment are appropriate and necessary to assess the true value to Navy. Statements made in Navy's Analysis and Recommendations (Volume IV) and verbal testimony provided at the 6 March 1995 hearing provided the qualifiers necessary to put the Military Value scores in proper perspective, and to use them as a component in the decision process not as the sole factor.

In testimony given on 6 March 1995, Admiral Boorda explained the nature and complexity of work performed at each shipyard, i.e., Portsmouth works on nuclear submarines and Long Beach works on non-nuclear surface ships. Additionally, it was pointed out that a nuclear shipyard could work on non-nuclear ships, but that a non-nuclear shipyard was not certified (facilities and skills) to work on nuclear ships. Long Beach included arguments in their presentation to the Base Closure and Realignment Commission to increase their Military Value score.

As part of the case presented by Long Beach, they cite specific questions where they think they should have received additional points. Portsmouth can make a similar argument, but we see no value in a strict numerical comparison. The significance of each shipyard's overall military value score is more accurately assessed by applying the differences noted above to the scores assigned to the questions within each Military Value matrix category. Qualifiers based on each shipyard's specific existing capabilities would modify the raw scores primarily in two military value categories:



Military Value

Drydocks: The questions asked specifically “can the NSY drydock” certain classes and numbers of ships. The evaluation was purely based on the number of drydocks, their linear feet, and their depth. There was no qualifier as to whether or not the shipyard being evaluated was certified to perform work once the ship was docked. In the case of Long Beach, points were given based on three questions that dealt with drydocking nuclear submarines. While the questions were answered accurately, based strictly on ship and drydock size, they did not take the next logical step and address the qualifying statement “and perform work on” these classes of ships. By giving Long Beach credit for drydocking ships it is not certified to work on, their Military Value score was increased by 3.49 points. Long Beach asserts that there should be even more credit allowed for this work. Military judgment of this statistical quantification would temper the raw value.

Production Workload: Several questions revolved around “Did or will the NSY perform” work on certain classes of ships between FY1990-1997”. Portsmouth Naval Shipyard did not receive credit for any surface ship classes noted because it neither has performed nor is it scheduled to perform work on these classes of ships. However, Portsmouth not being scheduled for this work is due to its “Mission” revolving around nuclear submarine maintenance, which is recognized as the most complex and demanding maintenance function within DoD. In reality, since Portsmouth’s facilities, equipment, and skilled workforce are qualified to work on the most complex work within the Navy, it stands to reason they are more than equally capable and qualified to work on less complex work. The basic reason Portsmouth is Navy’s nuclear submarine shipyard is due to the fact that Navy wants to capitalize on its assets and investment it has at that shipyard. To assign less complex shipwork to Portsmouth would not be taking full advantage of the highly skilled workforce and modern facilities. However, in so doing, it distorts the shipyard’s military value as measured in this process, in a quantifiable sense, by not giving credit for “being capable” of performing such work. This represents an additional 4.25 points in military value over that currently displayed even if Portsmouth were given credit only for those surface ships for which Long Beach received credit.



Military Value

Conclusion

While the calculated Military Value score for Portsmouth is 0.2 point less than Long Beach, the scores are statistically insignificant. Further, application for decision purposes is subject to military and professional judgement. Secretary of the Navy acknowledged that there is judgement involved throughout the process, and correctly applied appropriate rationale for the final recommendation to retain Portsmouth.





Capacity

A Realistic Assessment Based On Future Workload



Capacity

- **Navy's Recommendation**
- **Capacity Data Development/Analysis**
- **Discussion**
- **Conclusion**



Capacity

Navy's Recommendation

The Navy's recommendations were based on:

- "The workload programmed to support the FY 2001 force structure."
- "The major driver in the determination of future shipyard requirements is that the size and nature of the future fleet is particularly indefinite."
- "Potential significant impacts on nuclear workload, which dominate the total requirement for shipyards."

Capacity Data Development/Analysis

Capacity numbers developed by Navy, even though based on certified data, are not absolute values. The capacity numbers are relative measures which reflect the guidance used in the data calls. The realism of these numbers is a direct result of the constraints or lack of constraints applied as the numbers were developed. Maximum theoretical capacity assumes perfect performance, a perfect skills and workload mix, all support facilities available, any shipyard can do any work. As a result, maximum capacity is truly theoretical.

Activity closure decisions did not hinge solely on theoretical capacity data. Other relevant factors were brought to bear through the various phases of the decision process. These real world constraints include:

- military threats
- historical performance
- increases in future workload
- facility restraints
- margin of safety executing work with fewer shipyards
- military judgment
- efficiency
- workload mix - number and location

Discussion

Navy guidance requested naval shipyards to disregard cost and schedule adherence in developing maximum capacity calculations. Shipyards were to add whatever workload they felt they could accommodate without resource constraints. Unscheduled ship availabilities were allowed. This guidance generated a maximum capacity level that could not be successfully sustained.



Capacity

The largest component of total capacity is nuclear capacity, as nuclear ships/submarines work packages are typically larger. By complying with the guidance realistic excess capacity is overstated and any decisions based on these numbers must be tempered with a true understanding of what is being measured. Specifically, in looking at the configuration analysis scenario that closes an additional shipyard, a realistic capacity estimate would place Navy in a situation of unacceptable risk where maintenance requirements would exceed capacity to perform such work. Under these conditions, additional closures would clearly not be justified.

Use of theoretical capacity estimates was adequate in BRAC-91 and 93 due to the larger industrial base. With 3 of 8 shipyards closed (2 of 6 nuclear shipyards), the margin of safety in using theoretical values alone for additional closure decisions becomes untenable. The margin of safety is further decreased by the concern for future fleet nuclear workload requirements for refueling SSN 688 class submarines. These considerations make the use of theoretical numbers as absolute values for closure decisions in BRAC-95 invalid.

Given the theoretical nature of the capacity data, the Navy considered a number of factors in the other portions of the decision process, that relate to capacity data:

- The MILVAL analysis was predicated on “the fact that non-nuclear workload can be accomplished in nuclear capable shipyards, although the reverse is not true.”
- The configuration analysis was subject to the constraint that “nuclear workload must be accomplished at nuclear capable shipyards. Non-nuclear work could be accomplished at any shipyard.”
- Scenario development and analysis was geared to reduce non-nuclear capability. It was also shaped by the need for increased flexibility in yards remaining after this and previous BRAC closures.

Navy recognized Portsmouth as the only yard currently supporting all SSN 688 Class requirements. The combination of nuclear capacity/capability relative to 688 Class submarines and the flexibility to do both nuclear and non nuclear work resulted in the Navy decision to retain Portsmouth.



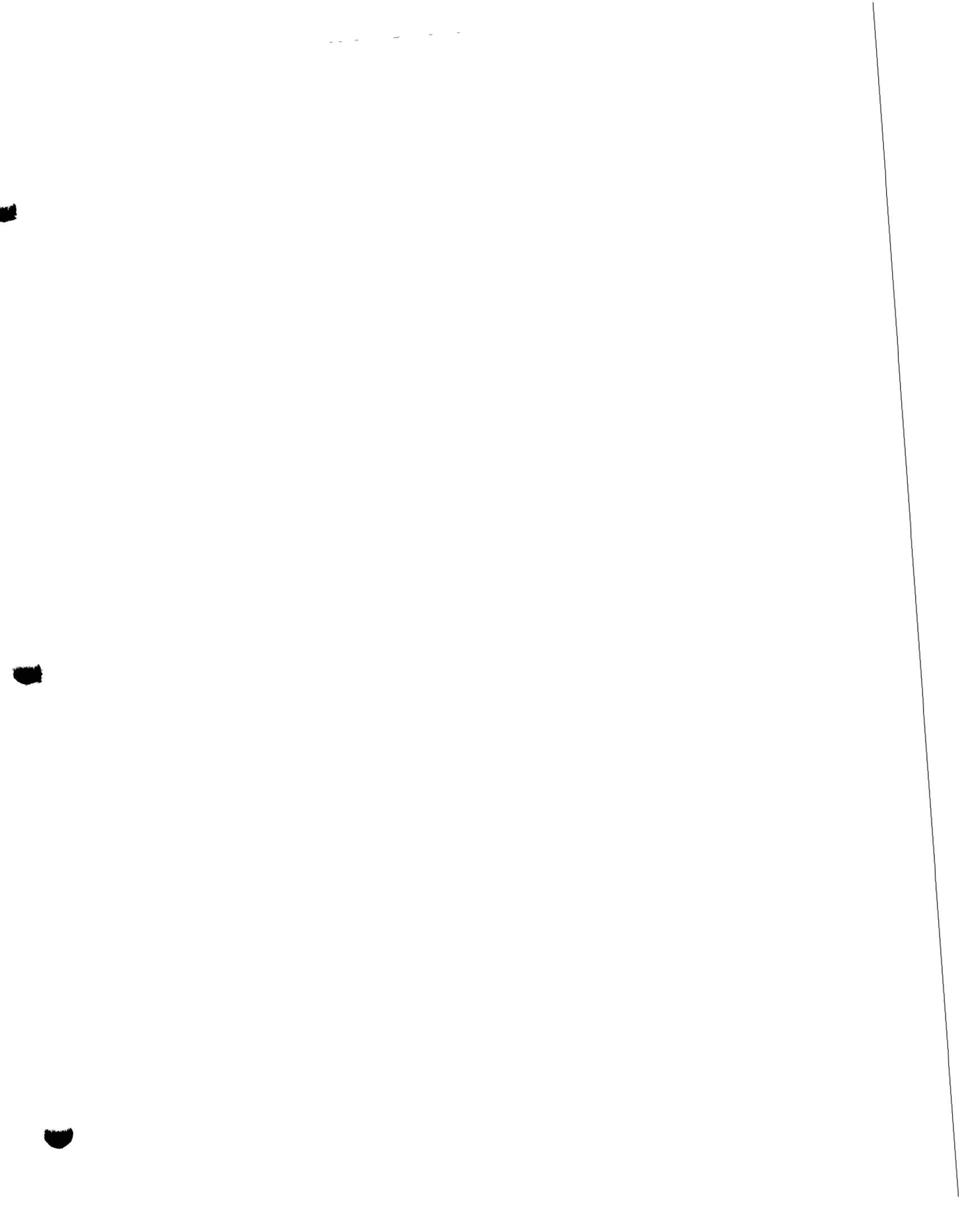
Capacity

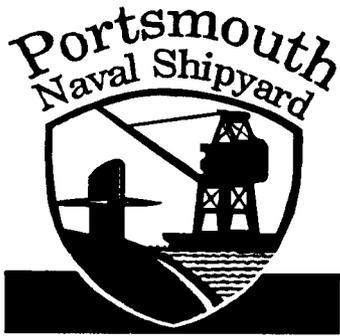
Conclusion

The Navy recommendations are based on "the uncertainty in the overall force structure, including the uncertain size of the SSN 688 submarine force, moderated the excess capacity sufficiently to require the retention of the remaining nuclear capable shipyards."

Consideration of the appropriate real world constraints would produce a realistic estimate of nuclear capacity which further supports retention of the remaining nuclear capable shipyards.

Further reduction of nuclear capacity based solely on theoretical capacity statistics poses unacceptable risks.





COBRA

Overstated Savings



COBRA

- Issue
- Findings
- Discussion



COBRA

Issue

Navy's Cost of Base Realignment Actions (COBRA) analysis significantly overstates the immediate return on investment and cost savings of closing Portsmouth Naval Shipyard.

Findings

The COBRA model as run by the Navy for Portsmouth Naval Shipyard is misleading and inaccurate. Navy's COBRA results demonstrate a very large savings of \$2.3 billion over twenty years. This is a four fold increase over 1993 computed COBRA savings. When properly configured, a realistic COBRA analysis for Portsmouth Naval Shipyard results in a twenty year savings of \$1.2 billion. While the COBRA logic and algorithms are valid, the discrepancy between a properly developed COBRA and the Navy's COBRA is due to flaws in the Navy methodology and input data. Consequently, the results of the Navy COBRA analysis are significantly overstated.

Also, as the Navy testified during the Joint Cross Service hearings on 17 April, the COBRA model guarantees significant savings in all cases of depot activity closure vice realignment. The COBRA model should not be used as a determining factor.

Discussion

A detailed evaluation of the Navy COBRA analysis, and recommended changes with full narrative explanation and calculations, has been provided to the Base Realignment and Closure Commission staff. Summarizing our detailed evaluation, there are three major areas of concern where the Navy analysis can be seriously questioned, resulting in significant overstating of personnel savings, workload transfer savings, and the cost of closing the Portsmouth facilities.

Personnel Savings

In "realigning" depot workload, twenty year personnel savings are reduced by the cost of performing the depot workload at another location. In BRAC 93, Navy properly showed the transfer of positions needed to accomplish outyear workload. In BRAC 95, Navy calculations only move direct workload, which is only that effort associated with the actual hands on accomplishment of ship repair, and appear to ignore the indirect (or overhead) and leave components that must accompany the direct workload transfer. This methodology results in **significantly overstated long term savings** of \$2.3 billion. By comparison, in BRAC 93 Navy's closure scenario, for a then larger Portsmouth Naval Shipyard, showed a twenty year savings of \$687 million. In BRAC 93 Navy moved direct, indirect and



COBRA

leave (i.e., positions), in realigning workload. In BRAC 95, Navy only moves direct workload, implying that gaining activities can accomplish the realigned work with no indirect or leave allowances.

Activity Mission Cost/Savings

In developing the costs or rates for comparing the performance of realigned work at gaining and losing bases, the Navy model ignores key rate influencing factors such as the availabilities of facilities, experienced trained employees, and most important, the complexity of the work being realigned. In the Portsmouth Naval Shipyard closure scenario, the majority of our work is transferred to another shipyard. That shipyard's rates are composite rates based on a combination of less complex surface ship and non-ship workload mixed with a small percentage of highly complex submarine work. In formulating the receiving shipyard's future rates, Navy completely ignored the effects this highly complex submarine work will have on their rates. In fact, Navy projects that the receiving shipyard's rates will decrease by 18% during this period. Navy's rate calculations are highly speculative. When more reasonable rates based on **known factors** are used, the COBRA analysis results in saving approximately one half of the Navy's estimate.

Facility Shutdown

The Navy analysis relies on standard facility shutdown factors in determining the cost of closing Portsmouth and ignores the higher costs associated with closure of a heavy industrial facility with many buildings on the National Register of Historical Places. The COBRA model accommodates insertion of unique costs. Portsmouth Naval Shipyard certified data included costs necessary to comply with federal mandates for shutting down these unique facilities, yet the Navy COBRA ignores these unique costs.





Submarine Experience

A Tradition of Excellence



Submarine Experience

- **Shipyard Mission**
- **Tradition of Submarine Excellence**
- **Leadership in Unique Submarines**
- **Submarine Engineering Role**
- **Related Capabilities**



Submarine Experience

Shipyard Mission

To provide quality overhaul, repair, refueling and modernization of nuclear submarines and related products and services in a safe, timely, and cost-effective manner.

Tradition of Submarine Excellence

Design, Production, Overhaul and Repair

Portsmouth has designed:

- the Albacore, the first submarine with the efficient hydrodynamic "teardrop" shape, the forerunner of the modern nuclear submarine;
- the Dolphin, an experimental, deep-diving research submarine;
- the SSN 594 Class (12 submarines);
- contributions to the SSN 637 and 688 Class, TRIDENT Class, and the new SEAWOLF Attack Submarines.

We have built 135 submarines, including the Albacore, Dolphin, and several SSN 594 and 637 Class ships and Ballistic Missile Submarines. While new construction of submarines ended in 1969, our capabilities for new construction, such as rolling large plates for hulls, remain on the shipyard.

- In 1991 we fabricated a 20-foot diameter by 20-foot long submarine pressure vessel of HY-130 steel for testing by Carderock Division of the Naval Surface Warfare Center.

Early Firsts: Non-Nuclear Submarines

- 1917 First U.S. submarine built in a Naval shipyard (L-8).
- 1937 First U.S. submarine with all welded steel hull (SS-185).
- 1942 First U.S. submarine constructed of high tensile steel (SS-285).
- 1944 Record for building the greatest number of submarines in one year (31 subs). In January alone, four submarines were launched.
- 1947 Pioneered Guppy design and completed first conversion (SS-484).
- 1948 First U.S. submarine equipped with a snorkel (SS-482).
- 1951 First new U.S. submarine Class design TANG upgrade after World War II (SS-563 Class).
- 1953 First Naval shipyard to design and build a true hydrodynamic (teardrop) hull submarine, which quickly proved to be the fastest submarine of its time (AGSS-569).



Submarine Experience

- 1959 Delivered first of a new submarine class utilizing SS-569 hull form and single propeller (SS-580).
- 1968 Delivered first full-size very deep diving non-combatant submarine (AGSS-555).

Early Firsts: Nuclear Submarines

- FY 56 First nuclear attack submarine built in a Naval shipyard (SSN 579).
- FY 58 First and only Naval shipyard to design and build Deep Submergence Nuclear Submarines (SSN 594 Class).
- FY 59 First Naval shipyard to perform a refueling overhaul of a nuclear submarine (SSN 571).
- FY 62 First Naval shipyard to perform a non-refueling overhaul of a nuclear submarine (SSN 585).
- FY 63 Delivered the only nuclear attack submarine with coaxial counter-rotating propellers (SSN 605).
- FY 73 First Naval shipyard to perform a Sturgeon Class overhaul in less than 12 months duration (SSN 661 completed in 11.6 months).
- FY 76 Record for completing seven Sturgeon Class non-refueling overhauls in less than 26 months; six of the seven were completed 9 to 35 days early. Overhaul durations ranged from 10.9 to 12.3 months:
 - SSN 661 - 11.6 • SSN 673 - 11.7 • SSN 674 - 12.3
 - SSN 663 - 10.9 • SSN 664 - 11.7 • SSN 676 - 10.9
 - SSN 646 - 10.9
- FY 81 First shipyard to convert a Nuclear Ballistic Missile Submarine (during overhaul) to carry Trident C-4 Missiles (SSBN 641 completed 28 December 1980).

Total Nuclear Submarine Experience: Major Availabilities

(Portsmouth Naval Shipyard)

AVAILABILITY TYPE (listed in decreasing order of work package size)	Completed
<i>TOTAL MAJOR AVAILABILITIES</i>	<i>64</i>
• Refueling Overhauls	24
• Non-Refueling Overhauls	32
• DMPs	8



Submarine Experience

Leadership in Unique Submarines

Portsmouth has been chosen to overhaul and refuel unique ships because of our diverse engineering and production talents. The Navy has come to Portsmouth for our ability to perform unique projects such as work on:

- the Jack (SSN 605), with its coaxial, counter-rotating propellers;
- the Tullibee (SSN 597), with its unique propulsion system;
- the Memphis (SSN 691), which is undergoing an R&D and refueling overhaul in FY 94; and

In 1983, we were the first Naval shipyard to perform an overhaul on a submersible non-combatant nuclear research vessel and, in 1991, were the first Naval shipyard to perform a refueling on a submersible non-combatant nuclear research vessel.

Submarine Engineering Role

As the planning yard for the SSN 637 Class, Portsmouth is responsible for the design of all modifications and improvements to ship systems, the identification of all material required for these improvements, the maintenance of all Technical Manuals for ship systems and equipment, the identification of all spare parts required for the ships, and field engineering support at submarine locations. We have expanded this role to other undersea vehicles.

Portsmouth is the Planning Yard and NAVSEA Program Manager Representative for the Navy's Deep Submergence Systems. The Deep Submergence Systems are the special submarines and manned submersibles involved in the Navy's search & recovery, oceanographic & advanced technology research, and special warfare operations. The Deep Submergence Systems for which Portsmouth is the Program Manager Representative include:

- The Deep Submergence Vehicles (DSV's), which are the Navy's deepest diving manned vehicle.
- The Dolphin (AGSS-555), which is the Navy's deepest diving submarine and research platform. The Dolphin was also designed and built by Portsmouth.
- Submarine Rescue Chambers, which have emergency fly-away requirements for the U.S. Navy as well as agreements with other countries.



Submarine Experience

- The Advanced SEAL Delivery System (ASDS), which is the newest submersible currently in construction supporting the Special Warfare Forces.

These Deep Submergence Systems have many special engineering and operations requirements. Our Shipyard Commander received a Presidential Meritorious Service Medal in May 1995 which recognized our contributions to the Navy's Deep Submergence Programs.

Related Capabilities

- Our Submarine Mast and Fairing Construction/Repair Facility accomplishes mast and fairing construction and repair and radome restoration and alterations.
- We are the only east coast facility certified for the repair of numerous submarine and surface craft transducers and hydrophones for the Navy. The product line consists of over 100 different hydrophones and transducers ranging from spherical and hull mounted arrays to special purpose, multi-function transducers and hydrophones. The products are part of sonar systems on all classes of Navy ships ranging from aircraft carriers and cruisers to Los Angeles and TRIDENT class submarines.
- We are the only state-of-the-art facility performing refurbishment/servicing and testing of towed line arrays (TLA) on the east coast. Dedicated facilities include specially designed and equipped long bench electronic work areas, unique hydrostatic pressure test vessels capable of handling the long arrays, a modular pressure booting tension test fixture and a TLA temperature test bath.
- We are the Navy's stand-alone facility certified for depot-level repair of submarine antennas. The Antenna Restoration Facility (ARF) provides restored and upgraded antennas, towed buoys and control units for critical submarine communication systems. The facility has its own Electro-Static Discharge (ESD) controlled work areas, a controlled access transmitter room, hydrostatic pressure vessels, hydraulic antenna test stand and its own machinists' room. Portsmouth's ARF is the only Navy activity certified for total submarine antenna restoration.
- We are the NAVSEA Engineering Drawing Management Program Repository site.
- We are a repair site for specialized precision technical equipment, such as radiac equipment and calibration standards.
- We provide overhaul of designated components in support of Navy surface ships.



Submarine Experience

- Our SSN 688/TRIDENT Class Motor-Generator Refurbishment Facility is a 500 KW motor-generator test facility capable of a full range of repair and testing. We are the only government facility certified for rewinding AC stators, armatures and rotors. This facility is equipped with a complete vacuum-pressure impregnator (VPI) facility capable of handling all 500 KW components. All rewind and overhaul procedures are developed using computer-aided drafting equipment. We are the only facility certified to perform equalizer encapsulation of 500 KW armatures.
- We are a depot for repair of Navy Ship's Parts Control Center (SPCC) shafts and propellers. Our Propulsion Shaft Repair Facility is capable of overhauling surface ship and submarine propulsion shafts, including those for SSN 688 Class submarines. We have numerous shaft lathes, including a full CNC lathe with two CNC-controlled saddles, which is capable of milling and grinding on the lathe. Automatic wire-feed welding and state-of-the-art heat treating equipment are also located within the same activity to minimize shaft handling, as well as facilitate sleeve installation and heating. We have full capability of machining and honing all shaft sleeves. Portable shaft refurbishment equipment allows us to perform on-board repairs.
- Portsmouth is the single fully certified submarine battery servicing facility on the east coast performing initial wet down of battery cells, battery charge and test, battery replacements, battery maintenance and pre-fabrication and installation of battery buswork. Portsmouth has the facilities to wet down and charge six shipsets of batteries simultaneously and store an additional twelve shipsets.





SSN 688 Class Experience

A Proven Record of Success



SSN 688 Class Experience

- **Strategic Decision to Develop SSN 688 Class Capabilities**
- **Depth of Experience**
- **Lessons Learned**
- **Key Accomplishments**
- **SSN 688 Class Availability History**
- **Results**
- **Summary**



SSN 688 Class Experience

Strategic Decision to Develop SSN 688 Class Capabilities

Ten years ago, Portsmouth began a long-range strategic plan to support the nuclear submarine fleet well into the next century. The specific goal of the plan was to make Portsmouth the preeminent overhauling facility for the Los Angeles (SSN 688) Class Submarines.

During the early stages of planning, it was readily recognized that the SSN 688 Class would include over 60 submarines, many of which would be operational and require shipyard support well into the second decade of the twenty-first century. These submarines were designed with an extraordinary degree of standardization of equipment within the Class. This high degree of standardization, coupled with the large number of submarines, provided an unprecedented opportunity to change the fundamental methodology for overhauling submarines.

The past methodology required each overhaul to be individually planned and executed because of the small number of submarines and minimal standardization of equipment within each class. This methodology had remained virtually unchanged since the first overhaul of the first nuclear submarine.

A key factor in this new strategy was the development of the required facilities. Specifically, the modernization of Dry Dock 2 was designed for SSN 688 Class submarines, and incorporates innovative state-of-the-art production-enhancing features.

Implementation of this strategic plan produced substantial savings in time and cost for Depot Modernization Periods and refueling overhauls of SSN 688 Class submarines. There is no other Naval or private shipyard in the country that is better prepared, equipped or trained than Portsmouth Naval Shipyard to overhaul these submarines.

Depth of Experience

Since the early 1980's, we have been intimately involved with the planning and execution of SSN 688 Class work.

To date, we have completed thirteen Selected Restricted Availabilities (SRAs), two non-refueling overhauls (ROHs), eight Depot Modernization Period (DMPs) availabilities, one Engineered Refueling Overhaul (ERO) and numerous Restricted and Technical Availabilities (RA/TAs). With our second Engineered Refueling Overhaul and first Inactivation Availability currently underway, we have amassed over eighteen years of actual execution experience in SSN 688 Class work, in addition to many years of availability planning. We are the only Naval shipyard performing the full spectrum of SSN 688 Class submarine modernization (refueling overhauls,



SSN 688 Class Experience

Depot Modernization Periods, non-refueling overhauls, inactivations, Selected Restricted Availabilities and Restricted/Technical Availabilities). We have consistently been on the forefront of planning each new SSN 688 Class availability type.

Lessons Learned

For over a decade, Portsmouth has willingly supported the other Naval shipyards with SSN 688 Class technical assistance, lessons learned, and first hand experience, even when such resources were in short supply. During the early to mid-eighties, we worked with Norfolk and Pearl Harbor Naval Shipyards to share our non-refueling overhaul and SRA experience. In the mid to late-eighties, we provided our DMP information and experience to Norfolk, Mare Island and Pearl Harbor Naval Shipyards. When Charleston was assigned their first DMP, we prepared and delivered an entire DMP planning package, updated with all of our lessons learned, as part of the Navy strategy to improve availability cost performance. In the early nineties, we worked with Mare Island Naval Shipyard to plan and execute Navy's first Engineered Refueling Overhauls. Portsmouth also shared this ERO information with Charleston Naval Shipyard. Portsmouth became the Navy's only ERO experience base with the BRAC 93 closure of Mare Island and Charleston Naval Shipyards. During the early to mid nineties, we worked with Mare Island and Norfolk Naval Shipyards to plan and execute the first Inactivation Availabilities.

In addition to the improvements gained in current SSN 688 Class EROs (planning and execution) and successful DMP concepts and lessons learned, Portsmouth has also assisted Puget Sound Naval Shipyard in planning upcoming TRIDENT submarine overhauls. A core planning information package was developed and tailored to specifically support the first TRIDENT overhaul. After reviewing the package, Puget Sound representatives visited Portsmouth to discuss all aspects of successful DMP planning and execution which could be applied to their upcoming TRIDENT overhauls.

Key Accomplishments

1981 Planned and executed first SSN 688 Class SRA (SSN 690) at Portsmouth, significantly under cost and ahead of schedule.



SSN 688 Class Experience

- 1983 Initiated planning for the first of two SSN 688 Class non-refueling overhauls in conjunction with Pearl Harbor Naval Shipyard. Numerous meetings held at Portsmouth, Pearl Harbor, and NAVSEA to define work package and develop schedules and cost estimates. Portsmouth's active participation, recognized by NAVSEA, included assisting Norfolk Naval Shipyard in preparation for their first SSN 688 Class overhaul in 1985.
- 1984/ Performed first east coast SSN 688 Class non-refueling overhaul
1985 (SSN 690) under cost and very close to the initial CNO schedule of 18.0 months (18.9 months) duration (best record for SSN 688 Class FY84 overhaul starts).
- 1986/ Initiated planning for the first Depot Modernization Period (DMP)
1988 availability. Recognized by NAVSEA as lead planning Naval shipyard for DMPs, including proactive support of NAVSEA concept development, DMP planning conferences, sponsoring of schedule development and cost estimate baseline meetings at Portsmouth.
- 1988/ Performed first of four DMPs (SSN 700) under cost. Completion of
1989 this availability proved the DMP concept for the Navy, since it was the first DMP to complete. This completion also supported future cost reduction efforts in the range of 50% per DMP over prior overhaul costs. This effort was recognized by CNO, NAVSEA, and COMSUBLANT.
- 1989/ Initiated planning the USS Memphis (SSN 691) Research and
1994 Development submarine conversion. Working with NAVSEA and Electric Boat (modification design yard) to integrate cost saving work practices and design changes into modifications prior to fabrication and installation. Portsmouth is utilizing the latest technology available (laser guided theodolites, fiber optics, photogrammetry, accuracy control, etc.) to support this project.
- 1990/ After performing three consecutive DMPs in Dry Dock 2, each
1991 costing less than the previous, our fourth DMP (SSN 706) was completed at a Navy record low 119,811 mandays and 9.6 months duration. This effort was recognized by CNO, NAVSEA, and COMSUBLANT.
- 1991/ Performed the first DMP availability with dual docked submarines.
1992 SSN 714 was completed in parallel with the refueling of Naval research submarine (NR-1) in Dry Dock 1.



SSN 688 Class Experience

- 1991/ 1992 Initiated planning for the first Engineered Refueling Overhaul (ERO). Recognized by NAVSEA as lead planning Naval shipyard for these availabilities with continued proactive support identical to successful DMP (concept development to execution) planning.
- 1992/ 1993 Planned and executed the most complex DMP to date (SSN 710) with eight first-time ShipAlts including wide aperture array (WAA) and forward electronics (CWS) upgrades.
- 1992/ 1994 Performing the first of two SSN 688 Class EROs (SSN 690) under cost.
- 1993/ 1995 Initiated Shipyard ERO Workscope Reduction Planning Meetings in support of making future EROs more affordable.
- 1993/ 1994 Planned and performed our first DMP (SSN 720) utilizing NAVSEA Advanced Industrial Management (AIM) Cost Reduction Initiatives.
- 1994/ 1995 Performing the third Navy ERO (SSN 691) utilizing NAVSEA Baseline Advanced Industrial Management (BAIM) and ERO Workscope Reduction Initiatives.
- 1994 Initiated Planning for inactivation availabilities in conjunction with Mare Island and Norfolk Naval Shipyards.
- 1995 Performing our first SSN 688 Class Inactivation (SSN 692) utilizing BAIM.



SSN 688 Class Experience

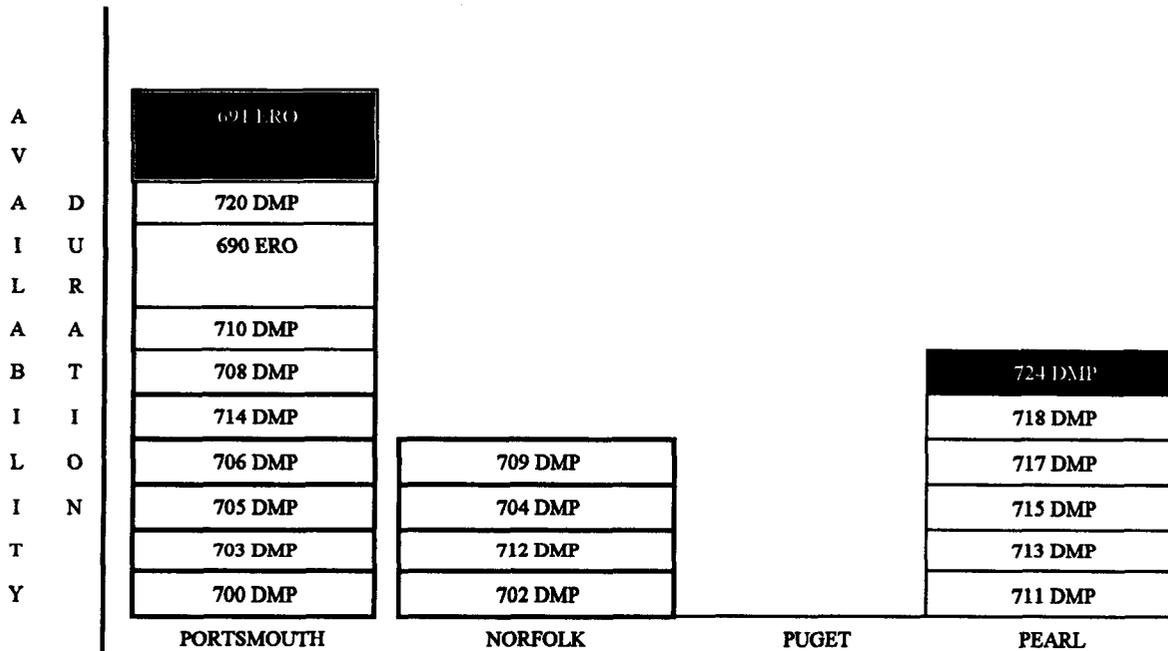
Recent SSN 688 Class Major Availability History

Naval Shipyard SSN 688 Class DMP and ERO Availabilities

(Active Naval Shipyards only)

AVAILABILITIES COMPLETED

AVAILABILITIES UNDERWAY



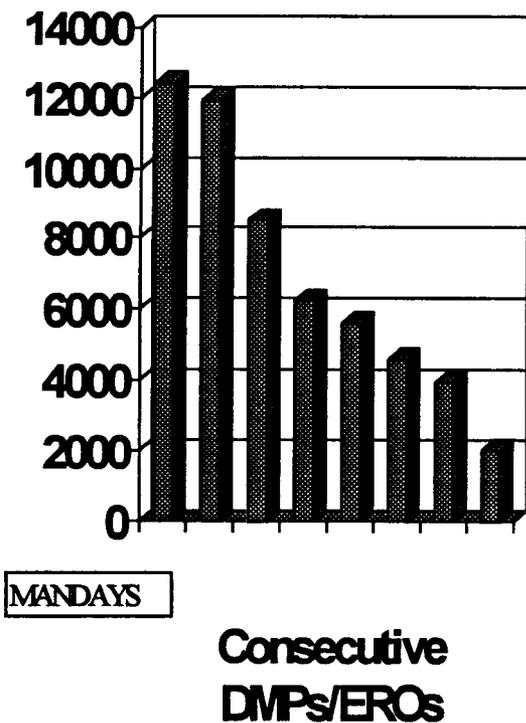


SSN 688 Class Experience

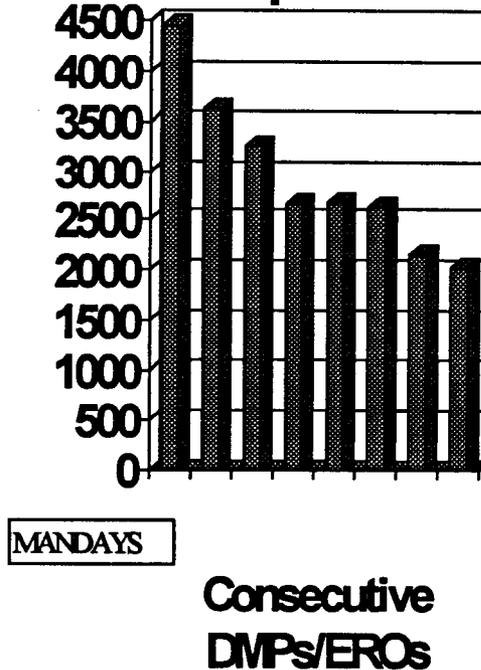
Results

A key factor in achieving our SSN 688 Class success was the decision reached at the 1990 Strategic Planning Conference to attain process improvement cost reductions and operational efficiency. The following charts illustrate two examples of significant process improvements and the associated cost reductions realized over consecutive DMP/ERO Availabilities.

Special Hull Treatment



Main Coolant Pumps





SSN 688 Class Experience

Summary

Portsmouth continues to be the full service SSN 688 Class submarine Naval shipyard.

- Proven proactive planning expertise from concept development through execution for full range of availabilities (EROs, ROHs, DMPs, inactivations, SRAs, RA/TAs).
- Very competitive cost and duration profile over many years and availabilities. Current implementation of Baseline Advanced Industrial Management (BAIM) initiatives will provide further improvements.
- Most modern refueling overhaul facility in use today.
- Capability to dock and environmentally enclose submarines in all three dry docks.
- State-of-the-art technology in place and supporting SSN 691 research and development modifications.
- Nuclear and non-nuclear engineering departments are in place with experience in EROs, ROHs, DMPs, inactivations, SRAs, RA/TAs and NAVSEA component refurbishment programs.





Fleet Support Strategy

**Focused on Submarines, Undersea Warfare and Advanced
Technology**

Fleet Support Strategy

- **PNS Strategic Decisions**
- **Navy Fleet Strategy and Warfare Doctrine**
- **Advanced Technology Applications for Future Submarine/Submersible Roles and Missions**
- **Unique Capabilities**

Fleet Support Strategy

PNS Strategic Decisions

Portsmouth's strategic planning continues to assess how the shipyard should apply its expertise and experience to meet the changing needs of the Navy. The shipyard's 1993 Strategic Planning Conference defined two key objectives as part of our Shipyard Vision:

1. *Continue the Portsmouth tradition of excellence in submarine overhaul, refueling, repair and modernization.*
2. *Become the recognized leaders for undersea warfare planning, engineering, maintenance and advanced technology.*

The results of our efforts on the first objective have been discussed in previous chapters. The second key objective has resulted in continued utilization of our capabilities in the development and application of advanced technology to both the maintenance and modernization of current submarines, and the reduction of production/maintenance costs for future classes of submarines and submersibles. Our work in this area directly supports recent changes in overall Navy strategy.

Navy Fleet Strategy and Warfare Doctrine

The following summarizes the September 1992 Navy white paper "From The Sea" which defines the fleet strategy envisioned for the future. This strategy shifts from a focus on global threats to a focus on regional challenges.

The Navy sees the clear need for capabilities required in the complex operating environment of the "littoral" or coastlines of the earth. This is a fundamental shift away from open-ocean warfare to joint operations conducted from the sea. Control of the area from the open ocean to the shore will be required in order to stage and defend operations ashore. A particular threat will be adversary submarines operating in these regions. The Naval strategy to respond in these areas will involve traditional submarine roles, as well as new roles in support of mine warfare, special warfare forces and theater missile operations, where submarine-launched tomahawk missiles have become a standard joint operating practice. It is clear in this new strategy that a carrier battle group will not be the obvious answer to every situation.

The Navy will require an accelerated effort to adapt existing forces to counter littoral threats and establish battlespace dominance, the heart of naval warfare.

A key to accomplishing the immediate needs of the Navy in support of this change in warfare doctrine is the full integration of attack submarines into expeditionary task forces.

Fleet Support Strategy

In addition to our role in the overhaul and maintenance of the SSN 688 Class Fleet, Portsmouth is deeply involved in the modification of attack submarines to meet their new role.

Advanced Technology Applications for Future Submarine/Submersible Roles and Missions

Portsmouth has been actively involved in SSN 688 and later Class submarine projects directly related to this new strategy. Examples of this effort include:

Advanced Technology Applications

- Mine Warfare
- Silencing Modifications
- Electrical Hull Penetrators
- Fiber Optic Periscope
- Wide Aperture Array Sonar
- Deep Submergence/Special Operations
 - Advance Seal Delivery System (ASDS)
 - Rescue of Submarine Personnel
 - Transport of Submersibles

Advanced Technology Joint Efforts with Navy Labs

- Faired Logistics Plug
- Composite Submarine Sail
- Fabrication of Large Scale Test Vehicles
- Redesign of Swimmer Delivery Vehicles (SDV)

Engineering Support for the R&D (Research & Development) Submarine

- Fiber Optic Cable Application
- Design Producibility Reviews
- Non-Penetrating Periscope Drawings

In accomplishing these projects we have brought to bear our submarine maintenance and producibility experience, gained from new construction to current day SSN 688 Class complex availabilities.

Fleet Support Strategy

Key features of this effort are our capabilities for:

- Submarine Engineering
- Prototype Design and Manufacture
- Large Scale Manufacturing and Installation

Our submarine engineering personnel have the full capability for:

- Feasibility Study
- Conceptual Design
- Detail and Installation Design
- Finite Element Modeling and Analysis
- Computer Aided Design and Engineering

Together our engineering and production personnel have designed and produced prototypes using composite and special materials and new techniques for accuracy control.

Beyond the prototype stages, we have constructed large scale structures and final certified components for installation by other activities.

In addition to our ship availability work, these efforts have kept us in leading edge position in submarine work.

Unique Capabilities

As far back as 10 years ago, Portsmouth Naval Shipyard strategically planned and positioned itself to best support the nuclear submarine fleet by becoming the SSN 688 Class submarine maintenance and refueling experts. Portsmouth is unique in that:

1. It will soon become the only naval shipyard with first hand SSN 688 Class submarine refueling experience.
2. It has the only drydock customized specifically to perform SSN 688 Class submarine refuelings. This facility can support refueling two SSN 688 Class submarines in parallel.
3. The Submarine Maintenance Engineering, Planning and Procurement organization which is the engineering organization performing advance planning for all Navy submarines, will soon be relocated to Portsmouth Naval Shipyard.

Fleet Support Strategy

Our submarine knowledge and experience has enabled us to support the fleet's new strategy which focuses on regional and "littoral" threats. Portsmouth's work on advanced technology applications and the new advanced seal delivery system directly supports this strategy. This work and support of other deep submersibles makes Portsmouth the one place to go for all undersea warfare and research applications.





Environmental

Environmental Affairs Program Leads Navy



Environmental

- **Environmental Leader**
- **State and Local Community Support**



Environmental

Environmental Leader

Portsmouth Naval Shipyard has emerged as the environmental leader for the Naval Shipyard community, NAVSEA, and the Navy. We have been recognized for our accomplishments by the State of Maine, which has many of the toughest environmental compliance standards in the country, and by the Environmental Protection Agency. Our status as a leader in the Navy is supported by our:

- Designation as Lead Shipyard for Hazardous Waste Minimization/Pollution Prevention.
- Exceeding the Department of Defense goal of 50% reduction of specific hazardous wastes.
- Representation on important committees, including:
 - Chief of Naval Operations Pollution Prevention Planning Group.
 - Navy Environmental Corporate Information Management Steering Group.
 - Department of Defense Environmental Corporate Information Management organization.
- Presentation of the Naval Shipyard Environmental Director's perspective to prospective Naval Commanding Officers.
- Spearheading of a comprehensive "cradle-to-grave" hazardous material/pollution prevention tracking system for shipyards, NAVSEA, Chief of Naval Operations, Department of Defense, and the Defense Environmental Corporate Information Management organization.
- Secretary of the Navy Environmental Quality individual award to Portsmouth Naval Shipyard's Environmental Director.
- Our recent State of Maine Governor's award for "Excellence in Pollution Prevention" for both model program and individual achievement.
- Recognition by the Assistant Secretary of the Navy (Installations and Environment) as the only Navy activity able to generate SARA Title III (Superfund Amendment and Reauthorization Act) Toxic Release Inventory reports.

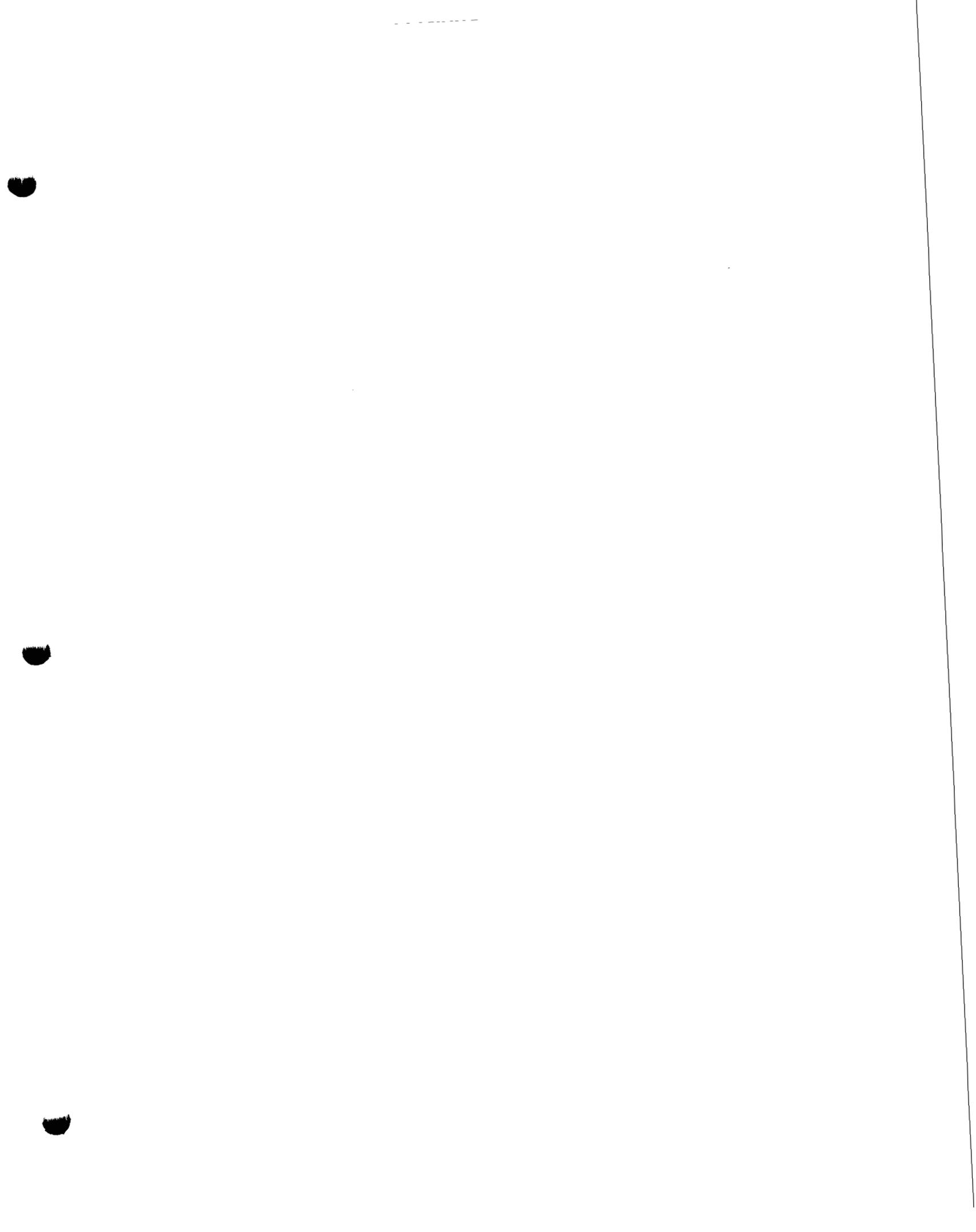


Environmental

State and Local Community Support

We have developed an excellent working relationship with the state and local community, as demonstrated by:

- Being one of a small number of Navy activities that are fully licensed by their state as a storage and transfer facility for hazardous waste under the Resource Conservation and Recovery Act.
- Enjoying an exceptionally cooperative and aggressive relationship with both state and federal regulators as well as the general public for the shipyard's Installation Restoration Program. The local estuary study will serve as a model for future waterway investigations.
- Attendance at Local Emergency Planning Committee monthly meetings with shipyard personnel chairing two subcommittees.
- Voluntary cooperation with the Piscataqua River Cooperative to protect the lower Piscataqua River in the event of a major spill to the river.
- Establishing a proactive partnership with the State of New Hampshire and State of Maine environmental agencies by sharing pollution prevention expertise with industries in the region.
 - Assisting in pollution prevention assessments of facilities in Maine.
 - Presenting technical papers at pollution prevention conferences.
 - Serving on the New Hampshire Pollution Prevention Partnership Advisory Committee.
 - Assisting the State of New Hampshire in the development of pollution prevention curricula at the nearby University of New Hampshire.
 - Serving as a source of pollution prevention information for both industry and regulators.





Economic Impact

Critical Component of the Area Economy

Economic Impact

- **Recent Loss of Major Employers**
- **Overall Economic Trends**

Economic Impact

Recent Loss of Major Employers

Pease Air Force Base closed in April 1991 resulting in the loss of an estimated 7,000 jobs and \$167 million in personal income. Of the 7,000 jobs lost, 2,800 jobs were indirectly related to the closure while 4,200 were directly related.

Between 1989 and 1993, the number of employers in York County declined by 92. The declines occurred in all employment size-classes. Large layoffs occurred at a number of companies including:

Employment at the Portsmouth Naval Shipyard in Kittery has declined by over 4,300. Overall, this is a 53 percent reduction. The Shipyard is the largest employer in York County.

Pratt & Whitney laid off 103 in January 1994.

George Newman & Co. laid off 40 in January 1994.

Duchess Shoe laid off 100 in March 1993.

Pratt & Whitney laid off 84 in January 1993.

Pratt & Whitney laid off 233 in November 1992.

Shape, Inc. laid off 150 in March 1992.

The future of the Pratt & Whitney and the Saco Defense plants remain in question, despite streamlining and recent layoffs. These facilities are among the largest employers in York County.

Several small business have opened in the past few years in York County, but many more have closed. In New Hampshire the only introduction of new business is at the Pease International Tradeport, where Pease Air Force Base redevelopment is underway with limited success.

Overall Economic Trends

Seacoast area continues to struggle to recover from closure of Pease Air Force Base:

United Express Airlines, an anchor in the airport redevelopment effort, has ceased operations at Pease.

The largely vacant Newington Mall, adjacent to Pease, which was constructed at a cost of \$27 million, has recently been sold for \$5 million.

BRAC 91 and 93 are causing a glut of facilities for redevelopment/conversion resulting in increased competition among states for few potential industries.

Economic Impact

The regional economy is trailing the national economy out of the recession in large part due to on-going cuts in defense industries. (Especially Portsmouth Naval Shipyard workforce reductions, Bath Iron Works workforce reduction, Pease Air Force Base closure and Loring Air Force Base closure.)

The Maine income tax base has been reduced aggravating an already precarious State financial position.

Public utilities are faced with decreased demand and large fixed costs resulting in increased rates for remaining customers and in utility company layoffs.

The seacoast area has qualified for the government's Housing Assistance Program due to the substantial drop in real estate prices driven by Pease closure and the decrease in shipyard employment by over 50%. Cities and towns are struggling with the resulting adverse impact on their property tax bases which are the primary source of funding for education in Maine and New Hampshire.

York County's civilian labor force declined by 3,500 in 1993. This follows three consecutive years of no growth. Resident employment declined to a six year low in 1993.

Manufacturing employment declined by 11% between 1988 and 1992 in York County. Inflation adjusted manufacturing wages declined by 4.4%.

With the closing of Loring Air Force Base in September 1994, major Maine defense employers (Loring Air Force Base, Bath Iron Works, and Portsmouth Naval Shipyard) will have lost over 10,500 jobs (45%) since 1989.

Approximately \$250 million in state income is being lost per year.

Jobs have been lost in high wage areas with minimal offsetting growth in lower wage areas. The 1991 average wage for shipbuilding and repair was \$30,793 compared to \$19,117 for service workers and \$12,238 for retail workers.

Many former defense workers are under-employed. Continuing downsizing in the defense industries have saturated the market with skilled craftsmen and professionals. Shipyard outplacement experience shows that most laid-off workers who remain in the seacoast must accept a decrease in income and living standard. Workers must leave the area to receive comparable income.

The Maine State Planning Office projects a net outward migration from the state of 40,000 people in the 1990s with 32,000 of that total attributable to defense cutbacks.

Economic Impact

Source of Data

KEYS Economic Future: Building Linkages and Building Capacity. May 1994.

Defense Dependency - Impacts and Conversion Efforts in Maine. June 1994.

Presentation to the Joint Select Committee on Housing & Economic Development by Joyce Benson, State Planning Office. April 1994.

University of Southern Maine Forecast for York County May 1994.

Defense Downsizing: The Economic Impacts in New England.

Yolanda K. Kodrycki, Senior Economist, Federal Reserve Bank of Boston. June 1994.

From Defense to Offense; Converting Maine's Economy. Presentation by Laurie G. Lachance, Maine State Economist. June 1994.

"Competitor Buys Newington Mall; Owner of Fox Run Mall Pays \$5 million", Foster's Daily Democrat, 6 July 1994.

Maine Department of Labor, Division of Economic Analysis and Research, Glenn Mills.





Facilities

**Modern, Unique Facilities Provide Flexibility to Support
Current and Future Mission**



Facilities

- **Refueling and Overhaul Complex**
- **Dry Dock and Berthing Capabilities**
- **Modern and Unique Facilities**
- **Excellent Facility Maintenance**
- **Quality of Life**
- **Self-Sufficient**
- **Optimal Location**
- **Ability to Expand Facilities**



Facilities

Refueling and Overhaul Complex

The Navy invested \$58 million to provide us with the most modern and efficient dry dock complex, Dry Dock 2, in the country for refueling and overhauling SSN 688 Class submarines. The integrated design of the Head End Building, personnel passageway, and Removable Submarine Cover provides maximum efficiency, and allows production workers and project management team members to report to and remain at the job site their entire shift without ever being exposed to outside weather conditions.

- An underground tunnel allows direct access from the dockside support structures to the reactor access enclosure located shipboard.
- The dockside support structures are outfitted such that they directly support all evolutions associated with a nuclear refueling and from that perspective comprise a self-contained entity.

Dry Dock and Berthing Capabilities

We have three dry docks, all of which have already docked SSN 688 Class submarines. We are capable of docking 83% of the entire Navy fleet including Trident, Seawolf and New Attack submarines and approximately 75% of the Navy's surface ships. Typical SSN 688 Class usage is noted below:

Dry Dock 1

- Completed a dual docking of a SSN 688 Class submarine (DMP) and the NR-1 submarine (refueling overhaul).
- Completed docking of one other SSN 688 Class submarine (DMP).

Dry Dock 2

- Completed one SSN 688 Class Engineered Refueling Overhaul (ERO) and a second is underway.
- Completed docking of six other SSN 688 Class submarines; four DMPs and two nuclear Refueling Overhauls (ROH).
- Capable of refueling or defueling two SSN 688 Class submarines simultaneously.

Dry Dock 3

- A SSN 688 Class submarine Inactivation is presently underway.
- Completed docking of two SSN 688 Class submarines (DMPs).



Facilities

Berths

In addition to our three drydocks, we have three berths which are capable of berthing four SSN 688 Class submarines simultaneously without nesting one outboard of another. The Trident Submarine USS Maine will be commissioned at Berth 11 in July 1995.

Modern and Unique Facilities

Machine Shop

The Navy has invested over \$33 million to provide us with the best Machine Shop of any Naval Shipyard. It is capable of overhauling all types of propulsion shafts, including those for the SSN 688 and Trident Classes, with its state-of-the-art computer numerically controlled (CNC) equipment. Our Machine Shop also contains the Navy's only Level I Fastener Manufacturing Cell, consisting of a workcell control computer, a CNC turning and milling machine with bar stock feed capability, a computer-aided manufacturing (CAM) system, and an automated engraving system.

Transducer Repair Facility

We are the only Navy certified Transducer Repair Facility capable of performing repairs and restorations of surface and submarine hull mounted hydrophones and transducers.

This facility is comprised of hydrostatic pressure vessels, two computerized acoustic test sites, a machine shop, and a specialized painting facility.

Towed Line Array Repair Facility

In 1980 our Towed Line Array Repair Facility was completed establishing us as a depot level repair facility for Towed Line Array work. We are the only Navy Towed Line Array Repair Facility on continental United States.

This facility is comprised of hydrostatic pressure vessels, an acoustic performance monitor, a modular pressure-booting-tension system, and fully automated computerized test sets.

We currently perform 60% of all Navy surface array work and 100% of foreign military sales.

Electrical and Electronics Facility

Our Electrical and Electronics Facility is also very modern. The Electrical Shop has full capability to refurbish and test SSN 688 and Trident Class motors and motor-generators using modern rewind, encapsulation, and overhaul procedures prepared with computer-aided drafting (CAD) equipment.



Facilities

The Electronics Shop contains a modern submarine Antenna Restoration Facility (ARF) that is the primary Navy activity certified for a total restoration-level repair of submarine communications antennas and buoys. The ARF contains:

- Three hydrostatic pressure test tanks.
- A hydraulic stand for antenna transmission testing.
- Radio frequency screen rooms for personnel protection and low-level testing.
- Electro-Static Discharge (ESD)-controlled work areas.
- A machinists' area.
- Surface preparation plastic blast equipment.

In addition, the Electronics Shop has state-of-the-art repair and test equipment that enables us to overhaul gyros, sonar, radar, and radiac equipment, and also has a miniature/micro-miniature circuit card repair facility.

Other Facilities

In addition to the above facilities, we have several other new facilities, including:

- Engineering facility equipped with the latest CAD equipment.
- Hazardous/flammable material storage facility which meets all current requirements for separation and environmental control of hazardous materials.
- Fiber optic local area network (LAN), which enables us to transfer data and to implement Advanced Industrial Management (AIM) on our current submarine availabilities.

Excellent Facility Maintenance

Physical Plant

We have invested over \$33 million in the last eight years to upgrade our physical plant.

- Electrical Distribution Systems \$14.3M
- Mechanical Utilities Systems \$18.9M



Facilities

Dry Docks

Our dry docks have been upgraded to make them some of the most modern in the Navy.

- The three dry docks have been outfitted with a state-of-the-art distributed control system which links all docks with a fiber optics system. This system monitors and operates all major components of the dewatering and drainage systems using a computerized control console.
- The dry dock caissons have been overhauled and a telemetry system installed to monitor the water level in the caisson ballast tanks.
- Major corrosion control projects to protect and preserve steel components in the dry dock pumpwells have been completed.
- Dry dock electrical and mechanical systems have been modernized and upgraded.

Quality of Life

We provide excellent facilities for our submarine crews and their families. Our 200 modern family enlisted housing units were completed in 1980 at a cost of more than \$8 million. We have a new Child Development Center, supervised by an excellent staff, which offers the children of military families a head start in their educational development. We have a new Commissary scheduled to open in July 1995. We also have excellent recreational and hobby facilities.

Self-Sufficient

We are entirely self-sufficient and depend on no other Naval or Defense Base for support. Closing of other bases would not require the Navy to spend any military construction funds at our shipyard. We have our own Security, Fire, Public Works, and Supply Departments. In addition, we have our own tug operation, and a Central Power Plant capable of producing all of our required steam and electricity. Some of our tenants, who serve the Shipyard and other federal facilities, include:

- Defense Logistics Agency Disposal Facility
- Defense Printing Office
- Naval Medical Command
- Naval Facilities Contracts Office



Facilities

Supply Department

Our Supply Department's services are not limited to the Shipyard.

- We provide services to Naval Sea Systems Command (NAVSEA) in support of special programs for inspection, repair, storage and issue of specific reactor components for the entire Navy.
- We are the East Coast stock point for numerous submarine parts and components. We also perform Level I and SUBSAFE material certification for the East Coast including material receipt, technical receipt inspection, certification and stocking.
- We support the Submarine Maintenance Engineering, Planning and Procurement Activity (SUBMEPP) in their Advanced Equipment Repair, Long-Lead Time Material, and Submarine Ready Resource Material Programs.

Optimal Location

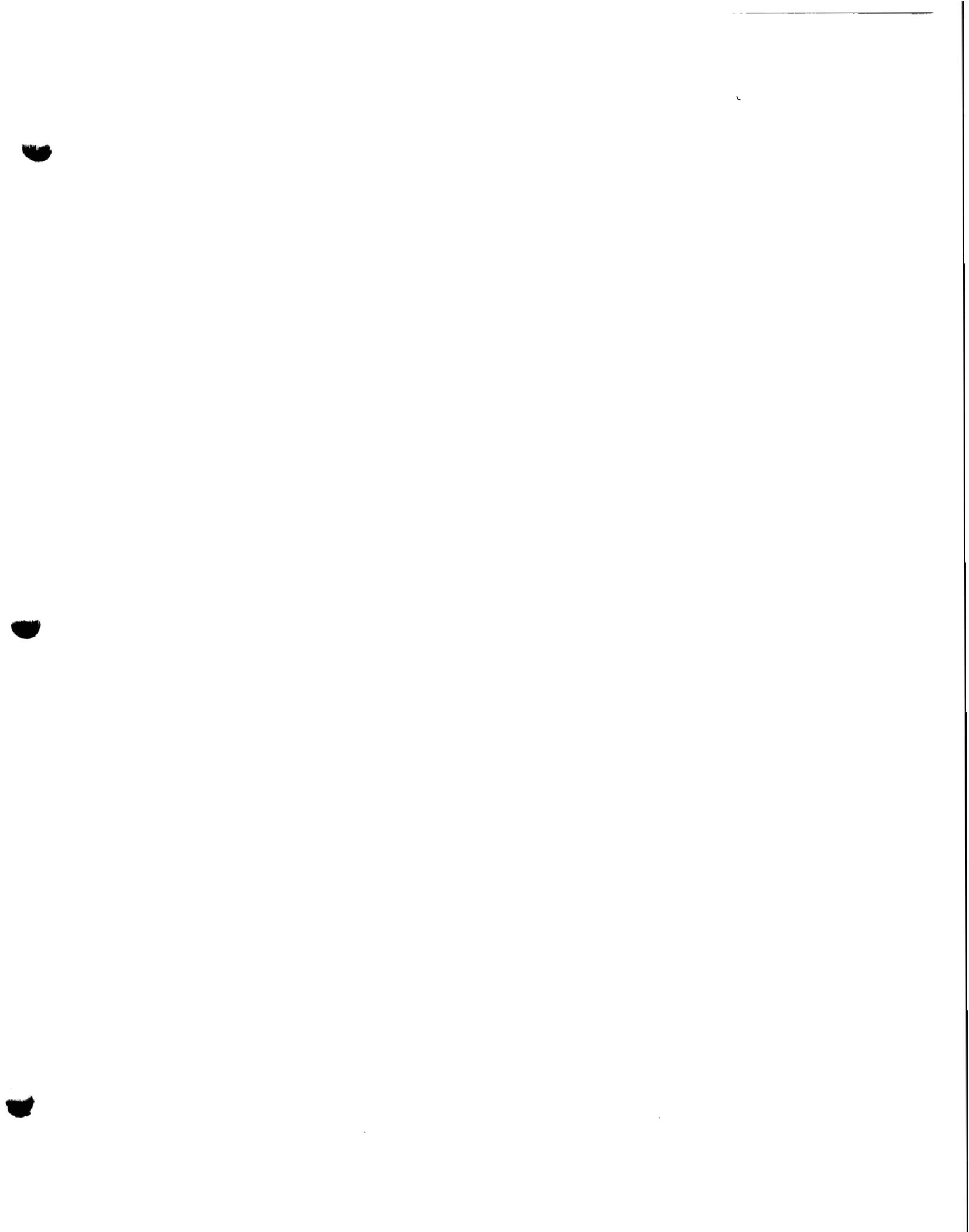
We are located approximately mid-way between Boston, MA and Portland, ME, and have convenient access by highway, rail, and air. We are the only Naval facility with full nuclear submarine repair capabilities that has direct unrestricted access to the North Atlantic Ocean operating area.

Ability to Expand Facilities

We have space available in land area, buildings, dry docks, and berths to expand to any workload scenario that we can envision. For example,

- In the past, we have worked on seven on-site nuclear submarines at one time.
- We have maintained our covered Building Ways, and its current use could be converted to support a change in mission or expansion of workload up to and including new ship construction.

We have an optimum match of physical size to projected fleet workload, while at the same time we have demonstrated flexibility to support a significant expansion of workload from current levels.



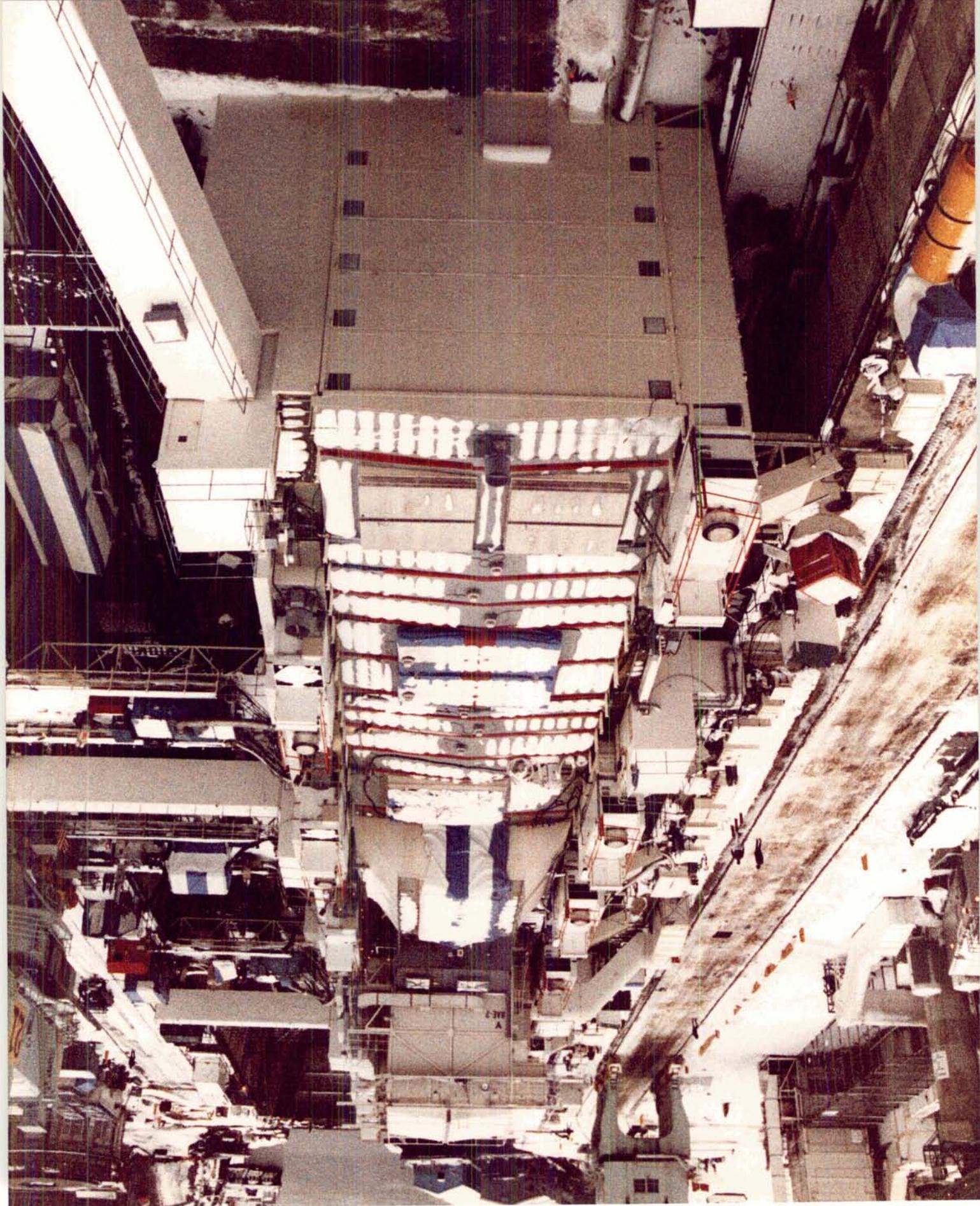












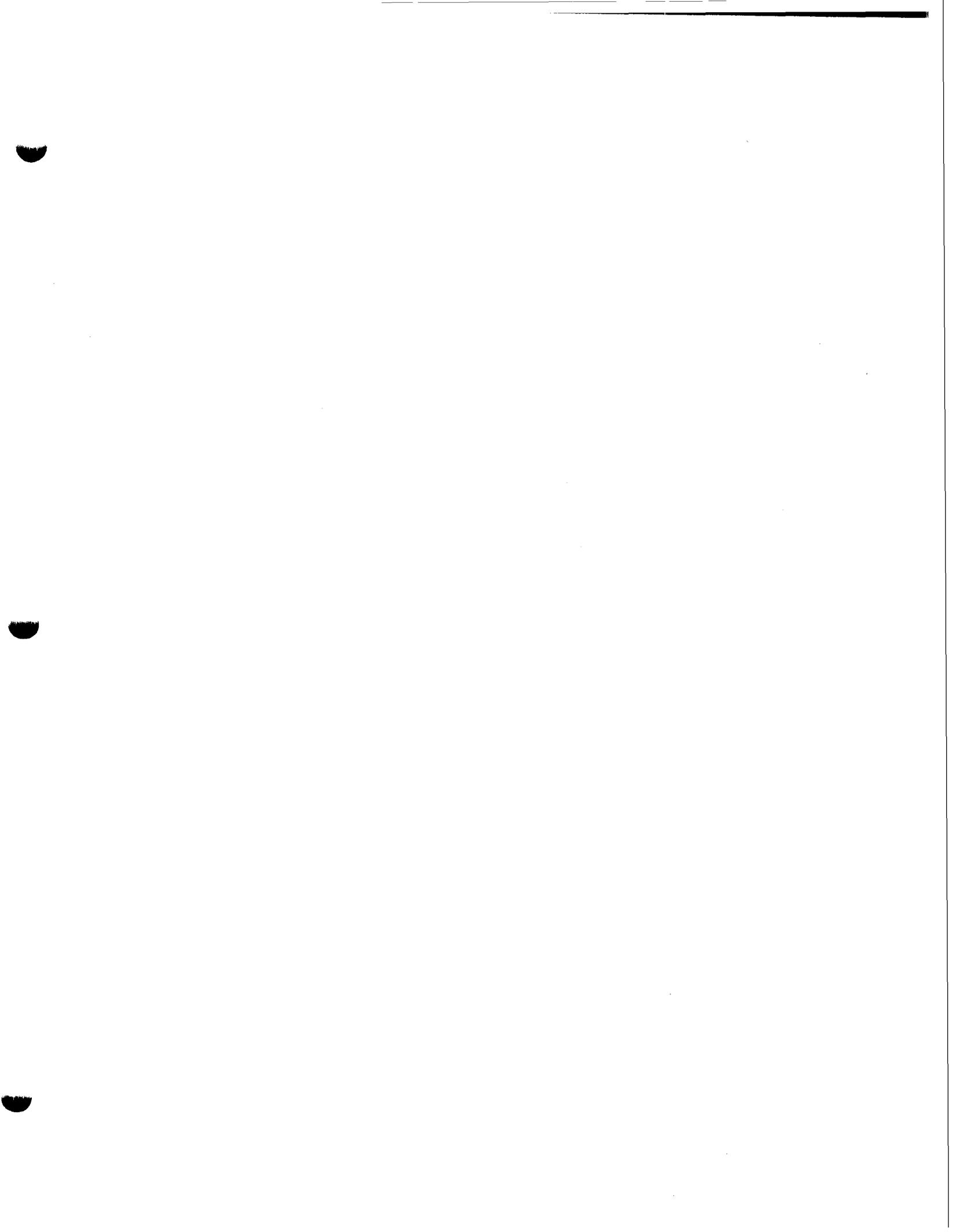
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Saturday, June 3, 1995

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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

SCHEDULE FOR REGIONAL HEARING

BOSTON, MASSACHUSETTS

June 3, 1995

8:30-8:40 a.m.	Opening remarks	
8:40-9:40 a.m.	Maine	60 minutes
9:40-9:45 a.m.	break	
9:45-10:05 a.m.	Public comment: Maine	
10:05-10:15 a.m.	break	
10:15-12:00 p.m.	Pennsylvania	105 minutes
12:00-12:05 p.m.	break	
12:05-12:30 p.m.	New York	25 minutes
12:30-12:35 p.m.	break	
12:35-1:09 p.m.	Public comment: Pennsylvania, New York	

(AS OF 5/15/95)

**BOSTON REGIONAL HEARING
JUNE 3, 1995**

COMMISSIONERS ATTENDING:

**Chairman Alan J. Dixon
Commissioner Al Cornella
Commissioner Rebecca Cox
Commissioner J.B. Davis
Commissioner S. Lee Kling
Commissioner Benjamin Montoya
Commissioner Joe Robles
Commissioner Wendi Steele**

STAFF ATTENDING:

**Britta Brackney
Bob Cook
Madelyn Creedon
John Earnhardt
J. Kent Eckles
Antonia Forkin
Chris Goode
Craig Hall
Larry Jackson
Shelley Kestner
Glen Knoepfle
Liz King
Wade Nelson
Wayne Purser
Jim Schufreider
Paul Stilp
Chip Walgren
Alex Yellin**

ITINERARY

Thursday, June 1

12:50PM MT: Benjamin Montoya departs Albuquerque, NM en route Boston, MA (via St. Louis, MO):
TWA flight 534

1:49PM ET: Al Cornella departs Atlanta, GA en route Boston, MA:
Delta flight 1086.

4:38PM ET: Al Cornella arrives Boston, MA from Atlanta, GA:
Delta flight 1086.
*Takes cab to RON.

5:00PM ET: Commissioner and staff depart DC National en route Boston, MA:
USAir flight 1426.
Alan J. Dixon
David Lyles
Wade Nelson

5:30PM ET: Commissioners depart Scranton/Wilkes-Barre, PA en
route Boston, MA aboard C-21.
Rebecca Cox
J.B. Davis
S. Lee Kling
Wendi Steele

6:29PM ET: Commissioner and staff arrive Boston, MA from DC National:
USAir flight 1426.
Alan J. Dixon
David Lyles
Wade Nelson
*Take cab to RON.

6:30PM ET: Commissioners arrive Logan Signature Aviation Flight Support-
Boston, MA from Scranton/Wilkes-Barre, PA aboard C-21.
*Phone (617) 569-5260.
Rebecca Cox
J.B. Davis
S. Lee Kling
Wendi Steele
*Picked up by Elizabeth King and driven to RON.

8:57PM ET: Benjamin Montoya arrives Boston, MA from Albuquerque, NM
(via St. Louis, MO):
TWA flight 150.
*Picked up by Larry Jackson and driven to RON.

RON:

Boston Marriot-Copley Place

Phone (617) 236-5800

Alan J. Dixon

Al Cornella

Rebecca Cox

S. Lee Kling

J.B. Davis

Benjamin Montoya

Wendi Steele

Friday, June 2

5:00AM CT:

Joe Robles departs San Antonio, TX en route Pease International Trade Port-Portsmouth, NH aboard corporate jet.

9:30AM ET:

Joe Robles arrives Pease International Trade Port-Portsmouth, NH aboard corporate jet.

*Picked up and driven to Portsmouth NSY by base personnel.

RON:

Boston Marriot-Copley Place

Phone (617) 236-5800

Alan J. Dixon

Al Cornella

Rebecca Cox

J.B. Davis

S. Lee Kling

Benjamin Montoya

Joe Robles

Wendi Steele

Saturday, June 3

**8:30AM to
1:09PM ET:**

Boston Regional Hearing.

12:20PM ET:

Alan J. Dixon departs Boston, MA en route St. Louis, MO:
TWA flight 173.

*Driven to airport by commission staff.

12:30PM ET:

J.B. Davis departs Boston, MA en route Tampa, FL (via
Philadelphia, PA):
USAir flight 258.

*Driven to airport by commission staff.

2:00PM ET: Joe Robles departs Logan Signature Aviation Flight Support, Boston, MA en route San Antonio, TX aboard corporate jet.
*Phone (617) 569-5260.
*Driven to airport by commission staff.

2:20PM CT: Alan J. Dixon arrives St. Louis, MO from Boston, MA:
TWA flight 173.

3:00PM ET: Wendi Steele departs Boston, MA en route Houston, TX (via Dallas, TX):
Delta flight 273.
*Driven to airport by commission staff.

3:00PM ET: Commissioners depart Boston, MA en route DC National:
USAir flight 534.
Rebecca Cox
Al Cornella
*Driven by Wayne Purser in rental van.

3:30PM ET: S. Lee Kling departs Boston, MA en route St. Louis, MO:
TWA flight 807.
*Driven to airport by commission staff.

4:30PM ET: Joe Robles arrives San Antonio, TX from Boston, MA aboard corporate jet.

4:30PM ET: Benjamin Montoya departs Boston, MA en route Albuquerque, NM (via Mpls/St. Paul):
NW flight 185.
*Driven to airport by commission staff.

4:38PM ET: Commissioners arrive DC National from Boston, MA:
USAir flight 534.
Al Cornella
Rebecca Cox

4:51PM ET: J.B. Davis arrives Tampa, FL from Boston, MA
(via Philadelphia, PA):
USAir flight 260.

5:27PM ET: S. Lee Kling arrives St. Louis, MO from Boston, MA:
TWA flight 807.

8:16PM ET:

Wendi Steele arrives Houston, TX from Boston, MA
(via Dallas, TX):
Delta flight 7717.

9:38PM ET:

Benjamin Montoya arrives Albuquerque, NM from Boston, MA
(via Mpls/St. Paul):
NW flight 625.

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THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:
AL CORNELLA
REBECCA COX
GEN J. B. DAVIS, USAF (RET)
S. LEE KLING
RADM BENJAMIN F. MONTOYA, USN (RET)
MG JOSUE ROBLES, JR., USA (RET)
WENDI LOUISE STEELE

OPENING STATEMENT

CHAIRMAN ALAN J. DIXON

REGIONAL HEARING

Boston, Massachusetts

June 3, 1995

GOOD MORNING, LADIES AND GENTLEMEN, AND WELCOME TO THIS REGIONAL HEARING OF THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION.

MY NAME IS ALAN J. DIXON AND I AM THE CHAIRMAN OF THE COMMISSION CHARGED WITH THE TASK OF EVALUATING THE RECOMMENDATIONS OF THE SECRETARY OF DEFENSE REGARDING THE CLOSURE AND REALIGNMENT OF MILITARY INSTALLATIONS IN THE UNITED STATES.

ALSO HERE WITH US TODAY ARE MY COLLEAGUES, COMMISSIONERS WENDI STEELE, AL CORNELLA, JOE ROBLES, J.B. DAVIS, REBECCA COX, LEE KLING AND BEN MONTOYA.

THE COMMISSION IS ALSO AUTHORIZED BY LAW TO ADD BASES TO THE SECRETARY'S LIST FOR REVIEW AND POSSIBLE REALIGNMENT OR CLOSURE. ON MAY 10, AS ALL OF YOU KNOW, WE VOTED TO ADD 35 BASES TO THE LIST. TODAY WE WILL HEAR FROM SOME OF THOSE NEWLY-AFFECTED COMMUNITIES.

FIRST LET ME THANK ALL THE MILITARY AND CIVILIAN PERSONNEL WHO HAVE ASSISTED US SO CAPABLY DURING OUR VISITS TO THE MANY BASES REPRESENTED AT THIS HEARING.

WE HAVE SPENT SEVERAL DAYS LOOKING AT THE INSTALLATIONS THAT WE ADDED TO THE LIST ON MAY 10 FOR REVIEW AND ASKING QUESTIONS THAT WILL HELP US MAKE OUR DECISIONS. THE COOPERATION WE'VE RECEIVED HAS BEEN EXEMPLARY. THANKS VERY MUCH.

THE MAIN PURPOSE OF THE BASE VISITS WE HAVE CONDUCTED IS TO ALLOW US TO SEE THE INSTALLATION FIRST-HAND AND TO ADDRESS WITH MILITARY PERSONNEL THE ALL-IMPORTANT QUESTION OF THE MILITARY VALUE OF THE BASE.

IN ADDITION TO THE BASE VISITS, THE COMMISSION IS CONDUCTING A TOTAL OF FIVE REGIONAL HEARINGS REGARDING ADDED INSTALLATIONS, OF WHICH TODAY'S IS THE THIRD. THE MAIN PURPOSE OF THE REGIONAL HEARINGS IS TO GIVE MEMBERS OF THE COMMUNITIES AFFECTED BY THESE CLOSURE RECOMMENDATIONS A CHANCE TO EXPRESS THEIR VIEWS.

WE CONSIDER THIS INTERACTION WITH THE COMMUNITY TO BE ONE OF THE MOST IMPORTANT AND VALUABLE PARTS OF OUR REVIEW OF THE CLOSURE AND REALIGNMENT LIST.

LET ME ASSURE YOU THAT ALL OF OUR COMMISSIONERS AND STAFF ARE WELL AWARE OF THE HUGE IMPLICATIONS OF BASE CLOSURE ON LOCAL COMMUNITIES. WE ARE COMMITTED TO OPENNESS IN THIS PROCESS, AND WE ARE COMMITTED TO FAIRNESS. ALL THE MATERIAL WE GATHER, ALL THE INFORMATION WE GET FROM THE DEPARTMENT OF DEFENSE, ALL OF OUR CORRESPONDENCE IS OPEN TO THE PUBLIC.

WE ARE FACED WITH AN UNPLEASANT AND PAINFUL TASK, WHICH WE INTEND TO CARRY OUT AS SENSITIVELY AS WE CAN. AGAIN, THE KIND OF ASSISTANCE WE'VE RECEIVED HERE IS GREATLY APPRECIATED.

NOW LET ME TELL YOU HOW WE WILL PROCEED HERE TODAY. IT IS THE SAME FORMAT AS AT OUR ELEVEN PREVIOUS REGIONAL HEARINGS.

THE COMMISSION HAS ASSIGNED A BLOCK OF TIME TO EACH STATE AFFECTED BY THE BASE CLOSURE LIST. THE OVERALL AMOUNT OF TIME WAS DETERMINED BY THE NUMBER OF INSTALLATIONS ON THE LIST AND THE AMOUNT OF JOB LOSS. THE TIME LIMITS WILL BE ENFORCED STRICTLY.

WE NOTIFIED THE APPROPRIATE ELECTED OFFICIALS OF THIS PROCEDURE AND LEFT IT UP TO THEM, WORKING WITH THE LOCAL COMMUNITIES, TO DETERMINE HOW TO FILL THE BLOCK OF TIME.

TODAY, WE WILL BEGIN WITH TESTIMONY FROM THE STATE OF MAINE FOR 60 MINUTES, FOLLOWED BY A 20-MINUTE PERIOD FOR PUBLIC COMMENT REGARDING THE MAINE INSTALLATION ON OUR LIST.

THEN WE WILL HEAR FROM PENNSYLVANIA FOR 105 MINUTES AND NEW YORK FOR 25 MINUTES, FOLLOWED BY PUBLIC COMMENT OF 34 MINUTES FOR THOSE TWO STATES. THE RULES FOR THE PUBLIC COMMENT PART OF THE HEARING HAVE BEEN CLEARLY OUTLINED AND ALL PERSONS WISHING TO SPEAK SHOULD HAVE SIGNED UP BY NOW.

THE HEARING SHOULD CONCLUDE AT ABOUT 1:10 P.M.

LET ME ALSO SAY THAT THE BASE CLOSURE LAW HAS BEEN AMENDED SINCE 1993 TO REQUIRE THAT ANYONE GIVING TESTIMONY BEFORE THE COMMISSION DO SO UNDER OATH, AND SO I WILL BE SWEARING IN WITNESSES, AND THAT WILL INCLUDE INDIVIDUALS WHO SPEAK IN THE PUBLIC COMMENT PORTION OF THE HEARING.

WITH THAT, I BELIEVE WE ARE READY TO BEGIN.

(FIRST WITNESS...ADMINISTER OATH)



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GEN J. B. DAVIS, USAF (RET)

S. LEE KLING

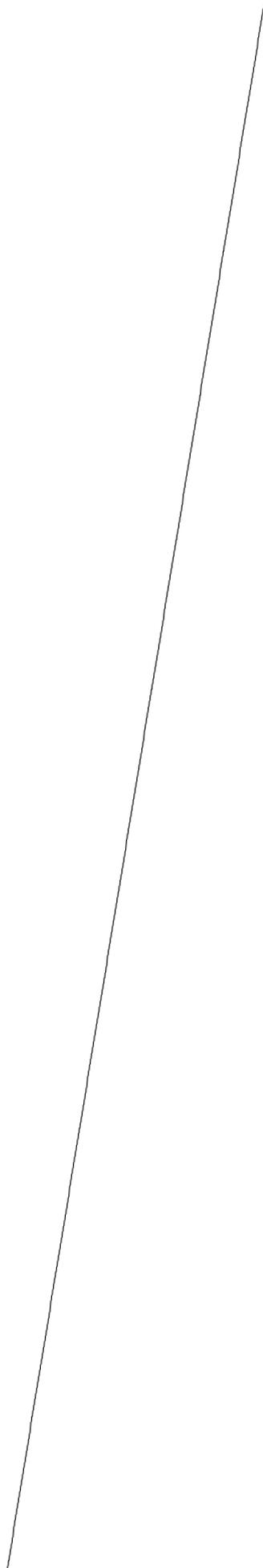
RADM BENJAMIN F. MONTOYA, USN (RET)

MG JOSUE ROBLES, JR., USA (RET)

WENDI LOUISE STEELE

WITNESSES' OATH

**DO YOU SOLEMNLY SWEAR OR AFFIRM THAT THE TESTIMONY YOU
ARE ABOUT TO GIVE TO THE DEFENSE BASE CLOSURE AND
REALIGNMENT COMMISSION SHALL BE THE TRUTH, THE WHOLE
TRUTH AND NOTHING BUT THE TRUTH?**



MAINE

60 minutes

BOSTON, MA REGIONAL HEARING SCHEDULE OF WITNESSES

8:40AM - 8:45AM	5 minutes	Governor Steven Merrill-New Hampshire
8:45AM - 8:50AM	5 minutes	Governor Angus King-Maine
8:50AM - 8:55AM	5 minutes	Mr. Phil McCarthy-Kittery, ME Town Manager
		Mayor Eileen Foley-Portsmouth, ME
8:55AM - 9:15AM	20 minutes	Introduction-Capt. Carl Strawbridge, Commander, Portsmouth Naval Shipyards
		Ms. Nan Stillman-Director, Radiological Controls
		<u>Support Personnel for Presentation:</u>
		Mr. Roger Gendron, Shipyards Business Manager
		Mr. John Murtagh, Quality Assurance Manager
		Mr. Bert White, Production Resources Manager
		Mr. Tom Carleton, Workload/Workforce Manager
9:15AM - 9:20AM	5 minutes	Admiral George Sterner, Commander, Naval Sea Systems Command
9:20AM - 9:40AM	20 minutes	Senator Bill Cohen

MAINE

Portsmouth Naval Shipyard

1. What work will the shipyard be performing now that the LOS ANGELES-class (SSN-688 class) submarine refueling scheduled for FY 97 has been pushed to FY 98? Where did that work come from? (I.e. was the work simply shifted from one under-worked shipyard to another?)
2. Given the recent extension in the 688-class maintenance cycle and the declining numbers of attack submarines, what work will the shipyard perform after the 688 refuelings are complete in 2005?
Commissioner Background: 688-class maintenance cycle was increased this spring from 90 to 120 months, primarily due to financial considerations. Currently, about 82 attack submarines are in the fleet; by 2002, the number will be roughly 51.
3. How much of the shipyard's work is performed at remote locations (i.e. New London, Pearl Harbor, San Diego, Kings Bay)?
4. What are the Navy's fixed costs to run the shipyard for a year?
5. What impact would the closure of Portsmouth Naval Shipyard have on the Navy's plans to refuel 688-class submarines?
6. Is the Navy currently planning to refuel any of the 688-class submarines at private shipyards? Could a private shipyard do the work?
7. The Commission has heard some discussion regarding the Net Operating Results for Portsmouth Naval Shipyard. Results for the past several years have been tens of thousands of dollars in the negative. How do you explain these results?

**MAINE
TABLE OF CONTENTS**

**BOSTON, MA REGIONAL HEARING
SATURDAY, JUNE 3, 1995**

STATE MAP

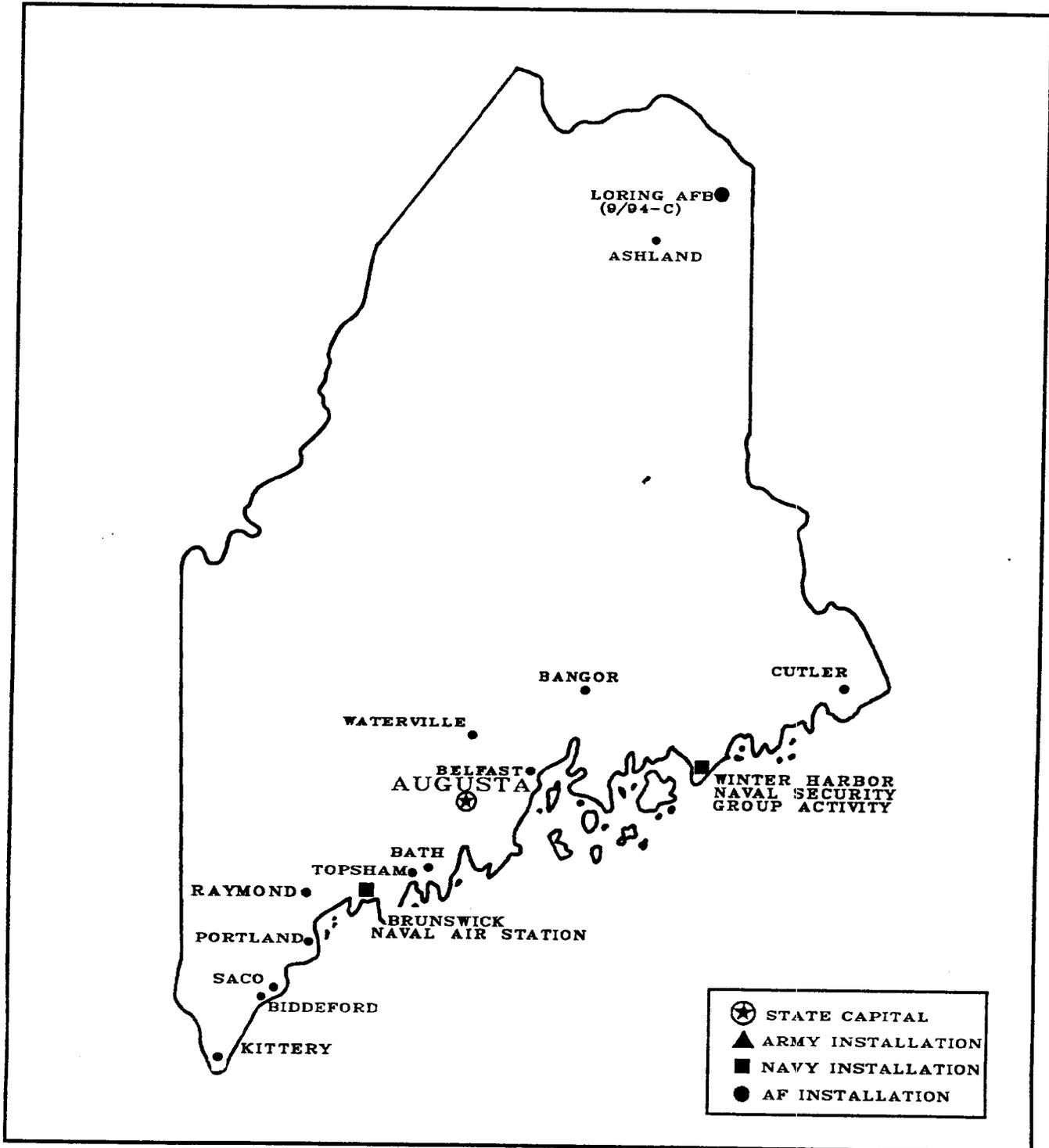
PORTSMOUTH NAVAL SHIPYARD, KITTERY, ME

-Facility Summary Sheet

STATE CLOSURE HISTORY

MAP NO. 20

MAINE



Prepared By: Washington Headquarters Services
Directorate for Information
Operations and Reports

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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

PORTSMOUTH NAVAL SHIPYARD, KITTERY, ME

INSTALLATION MISSION

Provide comprehensive industrial workforce and facilities for conversion, overhaul, and drydocking of Navy vessels, their systems and equipment. Portsmouth specializes in nuclear submarine work, but is capable of performing other work.

DOD RECOMMENDATION

- None.

COMMISSION ALTERNATIVE

- Commission added Portsmouth Naval Shipyard for consideration for closure.

JUSTIFICATION

- Further investigation of the Navy's decision to retain excess shipyard capacity.

STAFF COMMENTS

Close Portsmouth NSY according to the following scenario:

- Shipyard closes September 1998, with last workload in October 1997.
- The Submarine Maintenance, Engineering, Planning, and Procurement activity (SUBMEPP-- a technical center which plans submarine life-cycle maintenance realigned to the shipyard by the 93 Commission) moves to Norfolk NSY.
- 1615 positions eliminated are not counted for salary savings because that amount of workload has to be accomplished at another shipyard.
- Refueling enclosure and some of the associated equipment transferred to Puget Sound (drydock #1). The defueling enclosure apparently gets transferred to Pearl Harbor.
- Most shipyard functions get transferred to Norfolk Naval Shipyard

COST CONSIDERATIONS DEVELOPED BY DOD

- | | |
|------------------------------------|-----------------|
| • One-Time Cost: | \$85.2 million |
| • Net Cost During Implementation: | \$931.8 million |
| • Annual Recurring Savings: | \$150 million |
| • Break Even Year: | Immediate |
| • Net Present Value Over 20 Years: | \$2.3 billion |

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MANPOWER ISSUES

	<u>Eliminated</u>	<u>Realigned</u>
Military	77	3613
Civilian	80	337

ANTICIPATED ATTENDEES

- Senator Bill Cohen (ME)
- Senator Olympia Snowe (ME)
- Representative Jim Longley (ME)
- Representative John Baldacci (ME)
- Governor Angus King (ME)
- Senator Bob Smith (NH)
- Senator Judd Gregg (NH)
- Representative Bill Zeff (NH)
- Representative Charles Bass (NH)
- Governor Steve Merrill (NH)
- Honorable Robert B. Pirie, Jr., Assistant Secretary of the Navy (Installations and Environment)
- Admiral J.M. "Mike" Boorda, Chief of Naval Operations
- Admiral Bruce DeMars, NAVSEA 08, Naval Reactors
- Captain Carl Strawbridge, Commanding Officer

MILITARY ISSUES

Much of the discussion centers on refueling of the LOS ANGELES class attack submarines (SSN-688 class), which is discussed in the attached paper; other issues are discussed below.

- Navy's recommendation retains 29.4% excess total capacity. Excess nuclear capacity is 37.5% and excess non-nuclear capacity is 15.6%. (Source: Navy brief to DBCRC on 06 March 1995.)
- Portsmouth has three drydocks. The Navy has recently pointed out that, though Portsmouth's docks are small, having them allows flexibility to move a scheduled submarine availability out of a larger dock, say at Norfolk, to accommodate an emergent docking of a larger vessel.
- The Navy did not analyze the capacity of private sector shipyards to accept any shipyard work, though most of the work at Long Beach is moved into the San Diego private yards in the DOD-proposed closure scenario.

ECONOMIC IMPACT

Approximately 4,000 military and civilian jobs would be eliminated or realigned by the closure. Total direct and indirect affected jobs are calculated at roughly 11,100. This represents an economic impact to Rockingham Co., NH and York Co., ME of about 5.5%.

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Shipyard employment levels have been reduced considerably over the past six years. The following data is excerpted from a study performed for the Seacoast Shipyard Association.

Calendar Year	Employment Level	Civilian Payroll	Military Payroll
1994	4,851	\$ 221 M	\$ 13 M
1993	5,942	\$ 241 M	\$ 14 M
1992	6,873	\$ 272 M	\$ 19 M
1991	7,505	\$ 265 M	\$ 18 M
1990	8,340	\$ 267 M	\$ 28 M
1989	8,700	\$ 268 M	\$ 29 M

COMMUNITY CONCERNS RAISED

So far, most of the community concerns have echoed those of the Navy. Exceptions are discussed below.

- The economic impact of shipyard closure would devastate the Seacoast Region, which has already absorbed the closure of nearby Pease AFB (1988 round of closures). Cuts associated with the defense down-sizing, such as workforce reductions at Bath Ironworks and the shipyard, as well as the closure of Pease and Loring Air Force Bases have hurt the Maine economy. (Source: certified data, press reports.)

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SSN-688

The Navy's fleet of attack submarines consists of approximately 56 LOS ANGELES-class (also known as LA-class and 688-class) submarines, and 27 STURGEON-class (637-class) submarines. Two single-ship classes of submarines are also active. (There are also about 15 OHIO-class ballistic missile submarines.)

Background—The LOS ANGELES-Class Submarine

- 62 LA-class submarines have been procured by the Navy.
 - 4 have yet to be delivered
 - 2 have been inactivated
 - 2 refuelings have been completed
 - 1 refueling (USS MEMPHIS) is in progress at Portsmouth
- The first 31 submarines were built with nuclear cores which needed replacement after roughly 15 years. (Note: the life of a core is dependent upon steaming hours; consequently, some cores may be good for 17 years, while others may not last 14 years.)
 - Since the LA-class was intended to have a service life of 30 years, this meant that the first 31 submarines would require a refueling overhaul (abbreviated ERO by the Navy).
 - The second flight does not require refueling during the 30-year service life.
- The Navy, according to N-87, is planning to refuel only 14 of the 688s.
 - Currently, 6 are scheduled for Portsmouth, 4 for Norfolk, and 4 for Pearl Harbor.

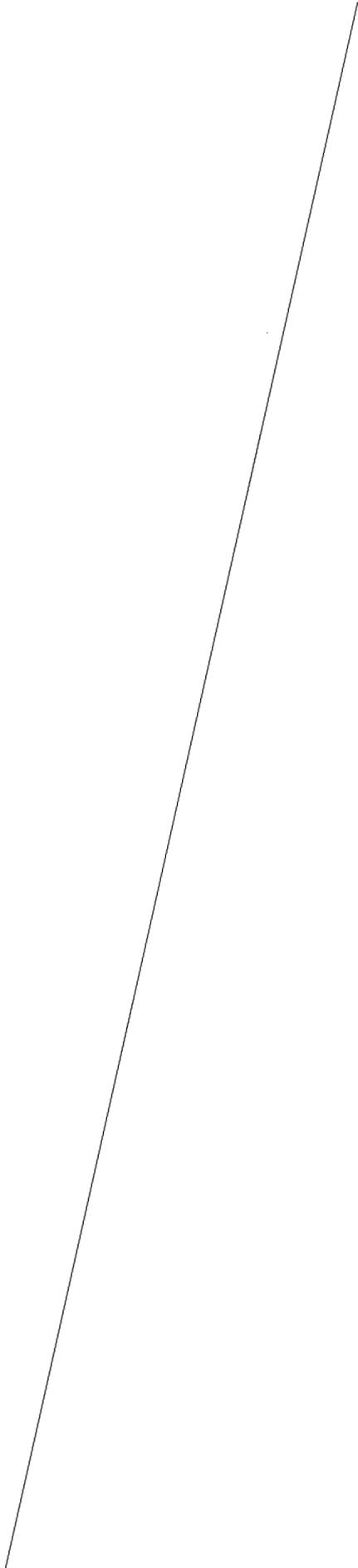
A submarine refueling is perhaps the most demanding (in terms of skill and time) evolution performed in the naval shipyards. Notional duration for the refueling of a 688-class submarine is approximately 1,400 direct labor man years. The first 688 was commissioned in 1976, based on a late-1960s design. Because the first flight of 688's were commissioned at rates approaching 4 submarines per year, large numbers of the submarines were scheduled for refueling beginning in middle 1990's, and this "bow-wave" required the naval shipyards to retain the capacity to complete the task.

Larry Jackson/Navy/05/30/95 5:01 PM

CLOSURE HISTORY - INSTALLATIONS IN MAINE

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
AF						
	BANGOR AGS	90	PRESS	PROPOSED	REALGN	1990 Press Release indicated realignment. No specifics given.
	LORING AFB	91	DBCRC	COMPLETE	CLOSE/9-94	1991 DBCRC: CLOSED. (Completed Sep 30, 1994). Directed transfer of assigned B-52s to K.I.Sawyer AFB, MI and dispersal of KC-135s to Active and Air Reserve Component Units.
	SOUTH PORTLAND AGS					
N						
	NAS BRUNSWICK					
	NAVAL SECURITY GROUP ACTIVITY WINTER HA					
	PORTSMOUTH NAVAL SHIPYARD					





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MG JOSUE ROIBLES, JR., USA (RET)
WENDI LOUISE STEELE

**REMARKS BY CHAIR AT BEGINNING OF
MAINE PUBLIC COMMENT PORTION OF
BOSTON REGIONAL HEARING**

**WE ARE NOW READY TO BEGIN A PERIOD SET ASIDE FOR PUBLIC
COMMENT. OUR INTENTION IS TO TRY TO INSURE THAT ALL OPINIONS ON
THE RECOMMENDATIONS OF THE SECRETARY OR THE ADDITIONS OF THE
COMMISSION AFFECTING MAINE ARE HEARD. WE HAVE ASSIGNED 20
MINUTES FOR THIS PERIOD.**

**WE ASKED PERSONS WISHING TO SPEAK TO SIGN UP BEFORE THE
HEARING BEGAN, AND THEY HAVE DONE SO BY NOW. WE HAVE ALSO ASKED
THEM TO LIMIT THEIR COMMENTS TO TWO MINUTES, AND WE WILL RING A
BELL AT THE END OF THAT TIME. PLEASE STOP AFTER YOUR TWO
MINUTES ARE UP. WRITTEN TESTIMONY OF ANY LENGTH IS WELCOMED BY
THE COMMISSION AT ANY TIME IN THIS PROCESS. IF ALL THOSE SIGNED UP
TO SPEAK WOULD RAISE YOUR RIGHT HANDS, I WILL ADMINISTER THE
OATH.**



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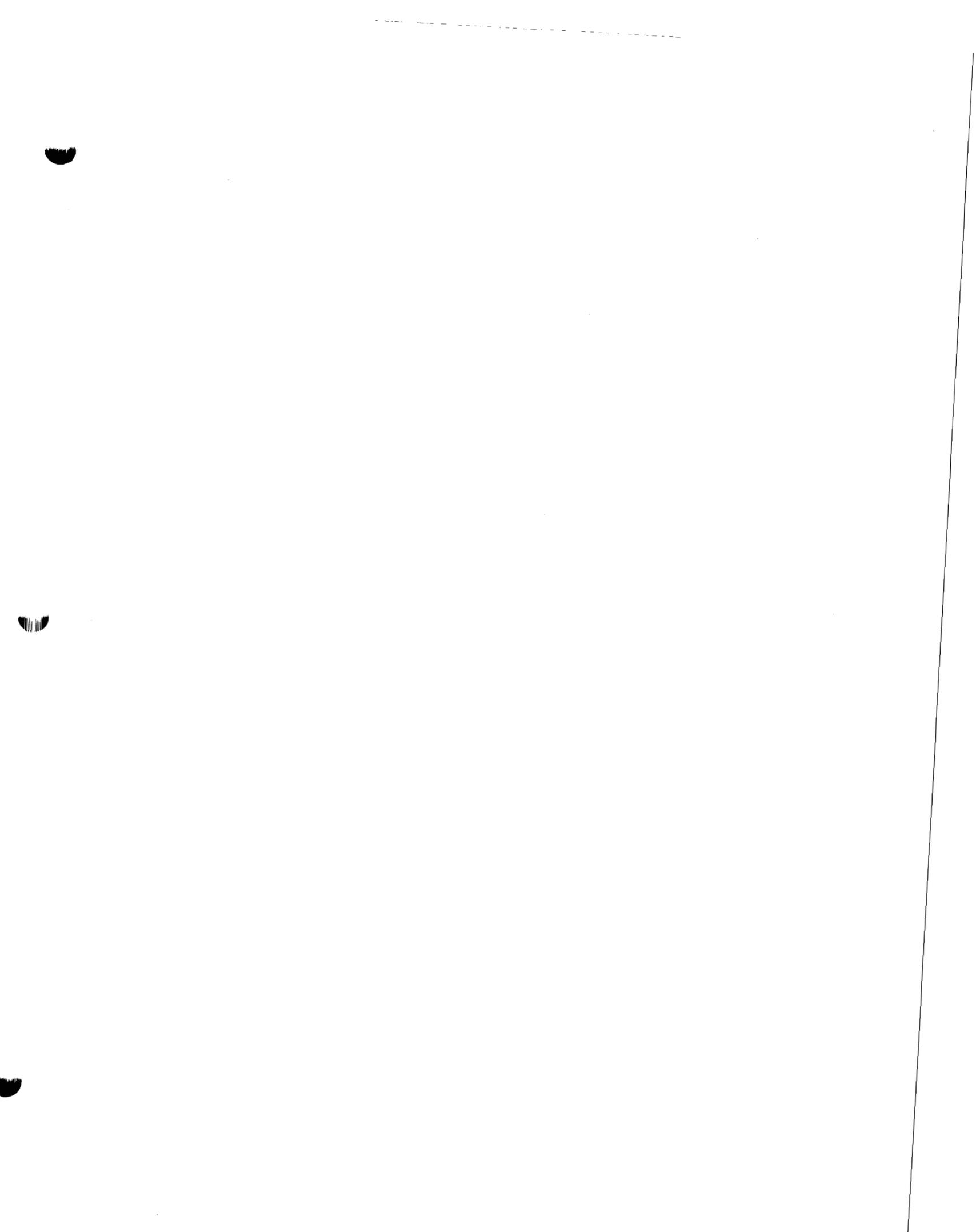
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WITNESSES' OATH

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TRUTH AND NOTHING BUT THE TRUTH?**















DRAFT

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

LETTERKENNY ARMY DEPOT

INSTALLATION MISSION

- Letterkenny's maintenance depot overhauls tactical missiles, artillery systems, and other support equipment to like-new condition for far less than the cost of buying new items. Entire systems are repaired, modified, and integrated.
- Under a teaming effort, United Defense has collocated on-site to work with depot personnel to modify M109 Howitzers into the Paladin configuration.
- The depot's Directorate of Ammunition Operations stores, ships, and demilitarizes ammunition; and maintains and up-rounds missiles.
- Letterkenny supports more than 15 tenants, including a DLA distribution depot and DISA megacenter.

DOD RECOMMENDATION

- Realign Letterkenny Army Depot by transferring the towed and self-propelled combat vehicle mission to Anniston Army Depot.
 - Retain an enclave for conventional ammunition storage and tactical missile disassembly and storage.
- Change the 1993 Commission's decision regarding the consolidating of tactical missile maintenance at Letterkenny by transferring missile guidance workload to Tobyhanna Army Depot.

DOD JUSTIFICATION: Letterkenny Army Depot is one of the Army's five maintenance depots and one of three ground vehicle maintenance depots. Over time, each of the ground maintenance facilities has become increasingly specialized. Anniston performs heavy combat vehicle maintenance and repair. Red River performs similar work on infantry fighting vehicles. Letterkenny Army Depot is responsible for towed and self-propelled artillery as well as DoD tactical missile repair. Like a number of other Army depots, Letterkenny receives, stores, and ships all types of ammunition items. A review of long range operational requirements supports a reduction of Army depots, specifically the consolidation of ground combat workload at a single depot.

The ground vehicle maintenance capacity of the three depots currently exceeds programmed work requirements by the equivalent of one or two depots. The heavy combat vehicle mission from Anniston cannot be absorbed at Letterkenny without major construction and facility renovations. Available maintenance capacity at Anniston and Tobyhanna makes the realignment of Letterkenny the most logical in terms of military value and cost effectiveness. Closure of Letterkenny is supported by the Joint Cross-Service Group for Depot Maintenance. The Army's recommendation to transfer missile workload to Tobyhanna Army Depot preserves

DRAFT

Letterkenny's missile disassembly and storage mission. It capitalizes on Tobyhanna's electronics focus and retains DoD missile system repair at a single Army depot.

COMMISSION ALTERNATIVE:

- The Commission added Letterkenny for consideration of further realignment or closure. The Commission decided to study the possibility of moving the tactical missile storage, disassembly and maintenance workloads to Hill Air Force Base and conventional ammunition storage to Base X.

JUSTIFICATION FOR COMMISSION ALTERNATIVE:

- The alternatives were suggested by representatives supporting the Hill Air Force Base community.

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$ 50,265,000
- Net Costs (Savings) During Implementation: \$ 206,553,000
- Annual Recurring Savings: \$ 77,812,000
- Return on Investment Year: (In Years) 1999(immediate)
- Net Present Value Over 20 years: \$ 952,243,000

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

Baseline	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Reductions	20	1267	0
Realignments	15	788	0
Total	35	2055	0

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

<u>Recommendation</u>	<u>Out</u>		<u>In</u>		<u>Net Gain (Loss)</u>	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
Realign Army Depot	35	2055	0	0	(25)	(2055)
Disestablish DLA Depot	4	374	0	0	(4)	(374)
TOTAL	39	2429	0	0	(39)	(2429)

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ENVIRONMENTAL CONSIDERATIONS

- Letterkenny is a non-attainment for ozone.
- Obtaining a Resource Conservation and Recovery Act Part B permit for drum/container storage and operation of a deactivation furnace. Has a Resource Conservation and Recovery Act Part A, Interim Status permit.
- On the National Priority List with an Interagency Agreement signed in Feb 89.
- Has 66 Defense Environmental Restoration Account eligible sites.
- 62 of 92 PCB contaminated transformers have been replaced with all greater than 500 parts per million removed.
- All 44 underground storage tanks have been tested with three replaced.
- Contaminants include volatile organic compounds, petroleum/oil/lubricants and heavy metals.
- Three National Regulatory Commission (NRC)/Department of the Army licenses for tritium for optical sites, depleted uranium storage, and isotopes for calibrating/testing equipment.
- 35 igloos require surveys for NRC licensing.

REPRESENTATION

Senators: Arlen Specter
Rick Santorum

Representative: Bud Shuster

Governor: Thomas Ridge

ECONOMIC IMPACT

- Potential Employment Loss: 4126 jobs (2090 direct and 2036 indirect)
- [Economic Area] Job Base: 62,117 jobs
- Percentage: 6.6 percent decrease
- Cumulative Economic Impact (1994-2001): 8.5 percent decrease

MILITARY ISSUES

- Joint Cross Service Group supports the closing of Letterkenny and consolidation of missile maintenance at Tobyhanna.
- The Army's recommended plan promotes interservicing.
- The Army basing strategy supports retention of three depots, and closure of two others.
- The Army notes that its successful joint venture with United Defense for modification of the Paladin expires in FY 97.

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COMMUNITY CONCERNS/ISSUES

- The 1993 Commission directed consolidation of tactical missile maintenance workloads at Letterkenny.
- The missile consolidation plan centralizes work from 12 different sites into one centralized DOD location at Letterkenny. Essentially this work involves repairs of electronic circuit boards inside guidance and control sections of the missiles. About half of the missile system workloads have already been transferred to Letterkenny.
- The community is concerned about FY94 and FY 95 sunk costs to accommodate the workload transfers -- about \$7 million in MILCON and \$10 million in operations and procurement funds.
- About 72 personnel have already transferred to Letterkenny from previous assignments in California, Alabama, Utah, and Virginia. Letterkenny has hired about 100 new employees who have been trained in missile maintenance work.
- The community also supports an expanded mission capability with regard to missile storage, uprounding and demilitarization activities. They call their plan the "one-stop service concept".

Glenn Knoepfle/Cross Service Team/05/22/95 12:06 PM
Bob Miller/Army Team

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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

STAFF VISIT REPORT

LETTERKENNY ARMY DEPOT

CHAMBERSBURG, PA.

18 MAY 1995

COMMISSION STAFF:

Mr. Glenn Knoepfle, Cross Service Team

LIST OF ATTENDEES:

Ms. Hallie Bunk, Chief BRAC Office, Letterkenny

Mr. Ed Averill, Chief, Ammo Directorate, Letterkenny

Mr. James (Bill) Bunn, CTX PM Army TACMS, Letterkenny Tactical Missile Center

Mr. Bill Stone, Consultant employed by LSA

BASE'S PRESENT MISSION:

- Letterkenny's maintenance depot overhauls tactical missiles, artillery systems, and other support equipment to like-new condition for far less than the cost of buying new items. Entire systems are repaired, modified, and integrated.
- Under a teaming effort, United Defense has collocated on-site to work with depot personnel to modify M109 Howitzers into the Paladin configuration.
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DOD RECOMMENDATION

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- Retain an enclave for conventional ammunition storage and tactical missile disassembly and storage.

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5/22/95

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- Change the 1993 Commission's decision regarding the consolidating of tactical missile maintenance at Letterkenny by transferring missile guidance workload to Tobyhanna Army Depot.

DOD JUSTIFICATION: Letterkenny Army Depot is one of the Army's five maintenance depots and one of three ground vehicle maintenance depots. Over time, each of the ground maintenance facilities has become increasingly specialized. Anniston performs heavy combat vehicle maintenance and repair. Red River performs similar work on infantry fighting vehicles. Letterkenny Army Depot is responsible for towed and self-propelled artillery as well as DoD tactical missile repair. Like a number of other Army depots, Letterkenny receives, stores, and ships all types of ammunition items. A review of long range operational requirements supports a reduction of Army depots, specifically the consolidation of ground combat workload at a single depot.

The ground vehicle maintenance capacity of the three depots currently exceeds programmed work requirements by the equivalent of one or two depots. The heavy combat vehicle mission from Anniston cannot be absorbed at Letterkenny without major construction and facility renovations. Available maintenance capacity at Anniston and Tobyhanna makes the realignment of Letterkenny the most logical in terms of military value and cost effectiveness. Closure of Letterkenny is supported by the Joint Cross-Service Group for Depot Maintenance. The Army's recommendation to transfer missile workload to Tobyhanna Army Depot preserves Letterkenny's missile disassembly and storage mission. It capitalizes on Tobyhanna's electronics focus and retains DoD missile system repair at a single Army depot.

MAIN FACILITIES REVIEWED:

Ammunition Management Office
ATACMS and Sidewinder Uprounding Facility, Tactical Missile storage area
Strategic Business Office / BRAC Implementation Office

KEY ISSUES IDENTIFIED

Uprounding facilities

The facility that the Army currently uses for uprounding of ATAMS missiles was built in the mid 70's for support of the Nike / Hercules missile. The ATACMS uprounding mission transferred to Letterkenny from Anniston in 1993. The building is approximately 25,000 square feet. The missile enters one end of the building, passes thru several different work stations and exits on the other end. Overhead 5-ton cranes pass the uploaded missile from station to station. The building requires ceilings to be at least 12 feet high to enable movement and lifting of the munitions. The building is humidity and temperature controlled. Six personnel are assigned to this work.

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Staff also toured the Sidewinder uprounding building which the Army uses for uprounding of Air Force owned missiles. The upcoming June 1 base visit to Letterkenny will begin at this location. The Army plans to demonstrate to the Commissioners HARM, SPARROW and SIDEWINDER uprounding procedures.

The Letterkenny ammunition directorate currently employs 169 personnel, compared to an authorization of 179. Of this total, 48 personnel are involved in missile disassembly, storage, testing, and uprounding.

Letterkenny's ammunition directorate has 902 igloos, of which 122 are currently used for storage of tactical missiles and component parts. About half of the igloos may be needed for storage of tactical missile systems by fiscal year 1999. The Army is currently trying to validate the projected fiscal year 1999 storage requirement for tactical missiles at Letterkenny.

Preliminary numbers are estimated at about 1,000,000 square feet.

I asked the Letterkenny personnel what 490 personnel would be doing post BRAC 95, assuming DOD's recommendation to realign Letterkenny is approved. Letterkenny personnel replied that they anticipate an increase in the missile disassembly and uprounding missile workload mission. Specifically, they expect to receive expanded responsibility for Patriot, Hawk, Maverick, Hellfire, AMMRAM, and TOW missile systems. Under DOD's proposal, Letterkenny personnel believe they will eventually disassemble and assemble all of these systems. Failed guidance and control sections will be sent to Tobyhanna for depot-level repairs, and then returned to Letterkenny for assembly, uprounding and possibly storage.

The Army is currently trying to validate the projected fiscal year 1999 storage requirement for tactical missiles at Letterkenny. Preliminary numbers are estimated at about 1,000,000 square feet.

Letterkenny Personnel and Tactical Missile Consolidation Savings

The Letterkenny BRAC office provided a chart indicating the depot expects to be assigned 1205 direct labor man years by FY 1999 -- 543 man years for Patriot and Hawk work which Letterkenny performed prior to BRAC 93, 431 man years for depot repairs of tactical missile systems resulting from the BRAC 93 consolidation effort, 27 man years for the Paladin partnership program which is due for completion in October 1998, and 204 man years for projected combat vehicle workload. Briefing chart is attached. The Letterkenny BRAC also provided a Tactical Missile Consolidation spreadsheet showing the quarterly man year break-out for fiscal years 1994 thru 1999. Copy is attached.

According to the Letterkenny officials, the savings estimates to be generated from completion of the tactical missile consolidation have not been updated recently. The most recent savings estimate was developed in 1992 and predicted recurring annual savings of \$32 million.

COMMUNITY CONCERNS RAISED:

LEAD Coalition members plan to present the Commission with briefing materials which take issue with the Army's COBRA for closing Tobyhanna and transferring electronics work to Letterkenny. The proposal to incorporate Tobyhanna's mission within Letterkenny's

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infrastructure assumes that DLA would be willing to vacate several warehouses currently being used by the DLA. It is not certain that DLA would want to dispose of these buildings.

Glenn Knoepfle/Cross Service Team

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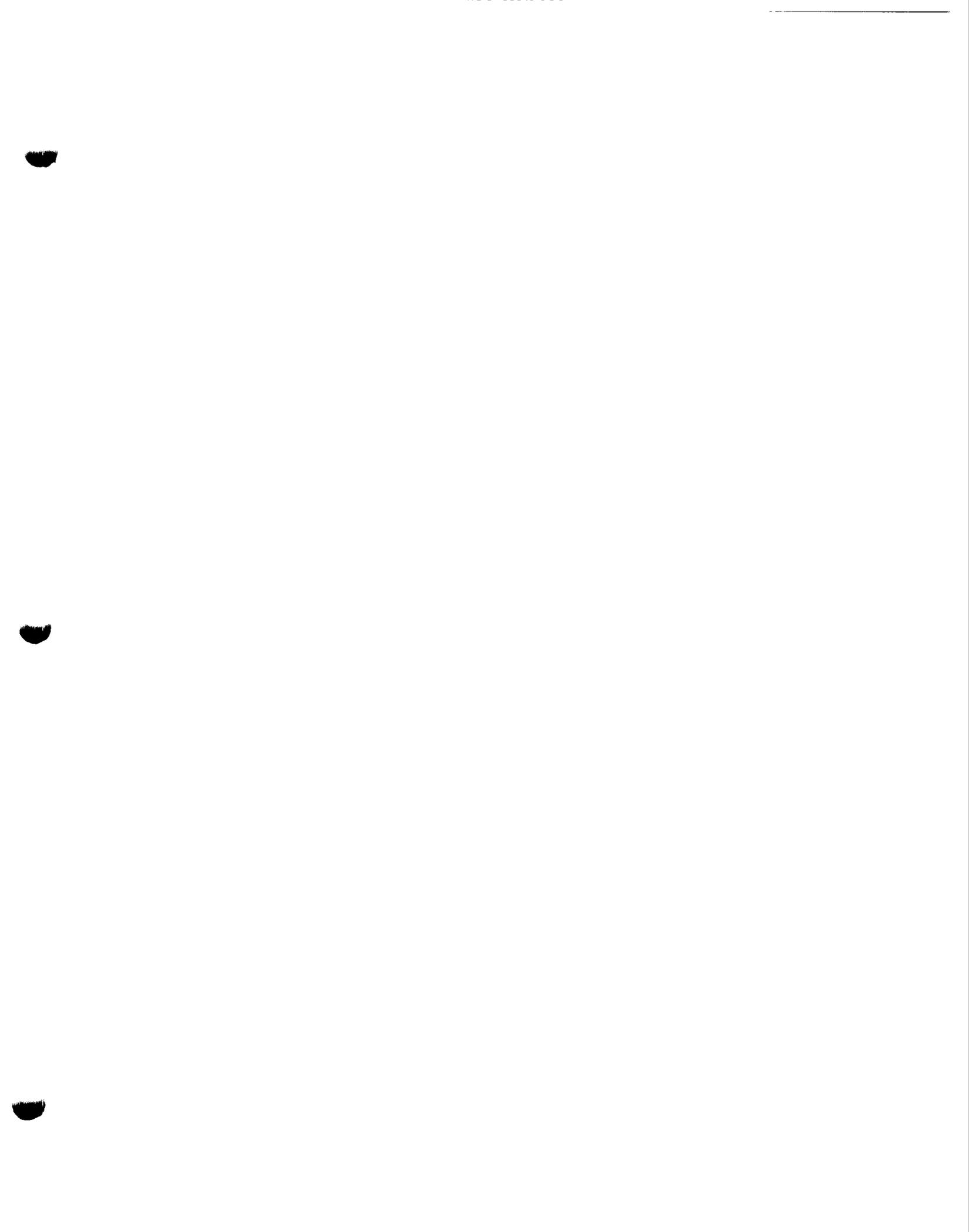
5/22/95

REGIONAL HEARING ISSUE SUMMARY
LETTERKENNY ARMY DEPOT
BALTIMORE REGIONAL HEARING
UNIV. Of MD BALTIMORE COUNTY (UMBC)
MAY 4, 1995

- Gov Ridge - As a result of BRAC, Pennsylvania has lost 17,000 jobs, second only to California.
- Sen Specter - Pennsylvania has only 2.8 percent of the DOD jobs, but could stand to lose 13 percent of the total jobs lost to BRAC actions.
- Sen Santorum - Supported Letterkenny as a model depot based on projected 50 percent interserviced workload and the joint teaming arrangement for Paladin weapon system upgrades. He was critical of the DOD BRAC 95 recommendations because they include no new significant interservicing proposals.
- Congressman Schuster - Provided a detailed briefing describing the history of (1) DOD's tactical missile consolidation studies, (2) progress made in implementing the BRAC 93 recommendation to consolidate tactical missile maintenance activities at Letterkenny, (3) value of Paladin partnership arrangements, (4) concerns about the fairness of the Army's military value assessment, (5) concerns about the Army's COBRA cost analysis, and (6) the community's proposal to reject DOD's recommendation to realign Letterkenny.
Congressman Schuster closed with a letter from the Under Secretary of the Army. The letter generally states that closure of Letterkenny would result in the loss of synergies and economies the Department hoped to gain from consolidated missile maintenance and storage.
 1. In 1990, Letterkenny was selected by the Defense Depot Maintenance Council as the only logical site to consolidate tactical missile maintenance. Implementation was delayed by a court injunction filed by concerned employees of the Anniston depot. BRAC 93 recognized the benefits of interservicing and directed the implementation DOD's original consolidation program.
 2. Since the BRAC 93 Commission recommendation Letterkenny has made substantial progress in its efforts to consolidate tactical missile maintenance. For example, \$26 million has been spent for such things as personnel moving, personnel training and building renovation. Also, equipment valued at \$100 million has been shipped from losing activities and installed at Letterkenny and 72 personnel have relocated from the losing activities. The community believes the consolidation effort will produce savings of \$29 million.

3. The Paladin private / public partnership has produced significant savings. Congressman Schuster provided a letter from the United Defense CEO indicating the firm would be interested in discussing continued partnering arrangements following the final BRAC 95 decisions.
4. The Letterkenny community believes the Army's military value analysis placed unfair emphasis on depot capacity, which is work station driven, and overlooked the military value of depot size (buildings square footage and acres). They displayed a model depicting a 10 work position bay for combat vehicle work and the same bay configured for an 84 work position electronic repair program. Both configurations use the same square footage.
5. The community believes the Army failed to consider the sunk cost of tactical missile consolidation efforts -- \$31.5 million in construction costs, \$42.9 million for added personnel moving costs, \$15.5 million for equipment transfer and personnel training, and \$54.3 million for movement of tenant activities.
6. The community believes the DOD recommendation to realign Letterkenny should be rejected. Instead, they suggested (a) expanded interservicing to include work on all future tactical missile systems, (b) creation of a one stop shop for storage, surveillance, testing, disassembly and repair, and (c) transfer the whole family of FMC /BMV produced light to medium combat vehicles.

Glenn Knoepfle / Cross Service Team / 6 May 1995



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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

DEFENSE DISTRIBUTION DEPOT LETTERKENNY (DDLDP)

INSTALLATION MISSION

The Letterkenny Defense Distribution Depot receives, stores, and issues wholesale and retail material in support of DLA and the Military Services. It is a collocated depot located on the same installation with an Army maintenance depot--Letterkenny Army Depot--its largest customer. Its primary mission is to provide rapid response to this customer.

DOD RECOMMENDATION: Disestablish Defense Distribution Depot Letterkenny

- Material remaining at the depot at the time of disestablishment will be relocated to the Defense Distribution Depot Anniston, Alabama and to optimum storage space within the DoD Distribution System.

DOD JUSTIFICATION

- The recommendation to disestablish the depot was driven by the Army recommendation to realign the Letterkenny Army Depot--its primary customer .
- The Distribution Concept of Operations states DLA's distribution system will support the size and configuration of the Defense Depot Maintenance System. Thus, if depot maintenance activities are disestablished, collocated depots will also be disestablished.
- Reduces infrastructure costs.
- Although in the military value analysis for collocated depots the depot rated 3 of 17, this value dropped significantly when the Army decided to realign its maintenance mission to Anniston Army Depot, Alabama.
- The depots other customers can be supported from nearby distribution depots.

COST CONSIDERATIONS DEVELOPED BY DOD

- | | |
|------------------------------------|-----------------|
| • One-Time Cost: | \$ 44.9 million |
| • Net Costs During Implementation: | \$ 21.2 million |
| • Annual Recurring Savings: | \$ 12.4 million |
| • Break-Even Year: | 2003 (3 years) |
| • Net Present Value Over 20 Years: | \$102.1 million |

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MANPOWER IMPLICATIONS OF THIS ACTION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline			
Reductions	4	174	-
Realignments	0	200	-
Total	4	374	-

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

<u>Recommendation</u>	<u>Out</u>		<u>In</u>		<u>Net Gain (Loss)</u>	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
Realign Army Depot	35	2,055	0	0	(35)	(2,055)
Disestablish DDLP	4	374	0	0	(4)	(374)
TOTAL	39	2,429	0	0	(39)	(2429)

ENVIRONMENTAL CONSIDERATIONS

- Environmental considerations do not prohibit this recommendation from being implemented.

REPRESENTATION

Senators: Arlen Specter
Rick Santorum
Representative: Bud Shuster
Governor: Tom Ridge

ECONOMIC IMPACT

- Potential Employment Loss: 748 jobs (378 direct and 370 indirect)
- Franklin County, PA MSA Job Base: 62,117 jobs
- Percentage: 1.2 percent decrease
- Cumulative Economic Impact (1994-2001): 8.5 percent decrease

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MILITARY ISSUES

- Relocation of current mission and attendant DLA support.

COMMUNITY CONCERNS/ISSUES

- Job loss.

ITEMS OF SPECIAL EMPHASIS

- Validation of costs associated with recommended action.

Marilyn Wasleski/Interagency IssuesTeam/05/22/95 5:23 PM

BASE VISIT REPORT

LETTERKENNY ARMY DEPOT DEFENSE DISTRIBUTION DEPOT — LETTERKENNY

24 MARCH 1995

LEAD COMMISSIONER:

Al Cornella

ACCOMPANYING COMMISSIONER:

None

COMMISSION STAFF:

David Lyles, Staff Director
Glenn Knoepfle, Cross Service Team Analyst

LIST OF ATTENDEES:

Senator Rick Santorum
Congressman Bud Shuster
Col James P. Fairall, Commander, Letterkenny Army Depot
LTC Leslie Carlow, Commander, Defense Distribution Depot - Letterkenny
Mr. Peter Scott, General Manager, United Defense, Paladin Production Division - Letterkenny
Mr. Robert Shively, Chief, Vehicles Shop Division, Directorate of Maintenance, Letterkenny Army Depot
Mr. David Goodman, Chief, Missile Electronics Shop Division, Directorate of Maintenance, Letterkenny Army Depot
Ms. Hallie Bunk, Chief BRAC Implementation Office, Letterkenny Army Depot
Mr. Ed Averill, Chief Ammunition Storage Directorate, Letterkenny Army Depot

BASE'S PRESENT MISSION:

- Letterkenny's maintenance depot overhauls tactical missiles, artillery systems, and other support equipment to like-new condition for far less than the cost of buying new items. Entire systems are repaired, modified, and integrated.
- Under a teaming effort, United Defense has collocated on-site to work with depot personnel to modify M109 Howitzers into the Paladin configuration.

- The depot's Directorate of Ammunition Operations stores, ships, and demilitarizes ammunition; and maintains and up-rounds missiles.
- Letterkenny supports more than 15 tenants, including a DLA distribution depot and DISA megacenter.

SECRETARY OF DEFENSE RECOMMENDATION:

- Realign Letterkenny Army Depot by transferring the towed and self-propelled combat vehicle mission to Anniston Army Depot.
- Retain an enclave for conventional ammunition storage and tactical missile disassembly and storage.
- Change the 1993 Commission's decision directing the consolidation of tactical missile maintenance at Letterkenny. Transfer consolidated missile guidance workload to Tobyhanna Army Depot.

SECRETARY OF DEFENSE JUSTIFICATION:

Letterkenny Army Depot is one of the Army's five maintenance depots and one of three ground vehicle maintenance depots. Over time, each of the ground maintenance facilities has become increasingly specialized. Anniston performs heavy combat vehicle maintenance and repair. Red River performs similar work on infantry fighting vehicles. Letterkenny Army Depot is responsible for towed and self-propelled artillery as well as DOD tactical missile repair. Like a number of other Army depots, Letterkenny receives, stores, and ships all types of ammunition items. A review of long range operational requirements supports a reduction of Army depots, specifically the consolidation of ground combat workload at a single depot.

The ground vehicle maintenance capacity of the three depots currently exceeds programmed work requirements by the equivalent of one or two depots. The heavy combat vehicle mission from Anniston cannot be absorbed at Letterkenny without major construction and facility renovations. Available maintenance capacity at Anniston and Tobyhanna makes the realignment of Letterkenny the most logical in terms of military value and cost effectiveness. Closure of Letterkenny is supported by the Joint Cross-Service Group for Depot Maintenance. The Army's recommendation to transfer missile workload to Tobyhanna Army Depot preserves Letterkenny's missile disassembly and storage mission. It capitalizes on Tobyhanna's electronics focus and retains DOD missile system repair at a single Army depot.

MAIN FACILITIES REVIEWED:

Letterkenny Army Depot Missile Electronics Shops Division
 Letterkenny Army Depot Vehicle Shops Division
 United Defense Enterprise for Paladin Conversion

Windshield Tour of Defense Distribution Depot Letterkenny facilities including selected vehicle storage yards
Ammunition storage area (staff visit only)

KEY ISSUES IDENTIFIED

Letterkenny Army Depot now includes more than 19,000 acres. Under DOD's proposal about 12,000 acres would be retained for storage of conventional ammunition and uprounded missiles. The ammunition storage activity would also continue to have responsibility for periodically testing and recertifying uprounded missiles.

The DOD recommendation would consolidate tactical missile maintenance at one central site, however the maintenance consolidation point would be established at Tobyhanna Army Depot, rather than Letterkenny. The guidance and control sections will be removed from uprounded missiles stored at Letterkenny, or other established storage locations and then trucked to Tobyhanna for repair and overhaul. The repaired sections would be returned to the storage site for uprounding. Vehicles which provide the platforms for missiles or command and control apparatus for Army missile systems would be transported between Tobyhanna and Anniston, Alabama. Anniston would refurbish the vehicles, and Tobyhanna would integrate and test the complete system.

The DOD recommendation would retain conventional ammunition and tactical missile storage and disassembly at Letterkenny. Based on the Army's COBRA model, personnel authorizations of 490 civilian and one military would be retained at Letterkenny to support the realigned ammunition storage mission.

Tactical Missile Maintenance:

BRAC 93 established Letterkenny as the consolidated DOD depot for tactical missile maintenance. Similar workloads conducted at 12 different locations were to be consolidated at Letterkenny. The depot has made substantial progress toward implementing the missile maintenance consolidation plan. As of March 1995, workload transfers for 12 of the 21 missile systems designated for consolidation at Letterkenny have been completed. Maintenance work on 10 of the transferred systems have completed first article testing and are in full production. Workloads for 9 more missile systems are scheduled to transfer during the period FY 1995 through FY 1998. By FY 1999, the consolidated missile maintenance work will provide Letterkenny about 760 million direct labor manhours of work. Letterkenny has work spaces totaling 290,000 square feet for repair and overhaul of guidance and control sections. Interservicing, now accounts for 35 percent of the total tactical missile maintenance workload. Upon completion of the consolidation effort, about 55 percent of the total workload will be derived from Interservicing actions.

Letterkenny has established radar testing ranges to integrate all subsystems of overhauled Patriot missile systems. According to the Letterkenny officials this requires at

least 28 acres of flat open land space. Commission staff will follow-up to determine how Tobyhanna might accomplish Patriot testing.

About \$26.6 million has already been expended to facilitate the tactical missile maintenance consolidation -- \$4.9 million for building renovation, \$4.0 million to move 72 personnel and their families from the losing activities, \$7.5 million to recruit and train about 190 newly hired electronics technicians, \$6.1 million to transport and install equipment from 8 different losing sites, and \$4.1 million for procurement of new equipment. Also, equipment valued at about \$100 million has been recovered from 8 losing sites and then installed at Letterkenny.

Artillery work - Paladin

In accordance with the BRAC 1993 recommendation, Letterkenny continues to perform major overhaul and maintenance on small to medium tracked vehicles. In addition the depot refurbishes a variety of wheeled vehicles that transport Army missile systems and components.

A tour of the vehicle shops disclosed that the depot recently completed construction of a new high tech painting booth costing \$6.2 million. Letterkenny has one of three DOD X-ray facilities for examining the quality of steel welded products. The vehicle shops total more than 350,000 square feet of work space.

Letterkenny has established an ongoing teaming arrangement with a private sector firm, United Defense, to produce 630 upgraded M109A6 Paladin artillery systems. Under this arrangement, dubbed "Paladin Enterprise" the old gun turret is removed in Letterkenny shops. The Letterkenny shop overhauls the chassis to like new condition and returns it the contractor.

United Defense fabricates a new turret at its York, Pennsylvania plant, and sends the turret to the Letterkenny depot, where it is outfitted with new wiring, hydraulic hosing and component parts. The completed turret is then installed on a refurbished chassis received from the Letterkenny vehicle shop. Lastly, the completed system is test driven and fired on the Letterkenny test track and range. The joint project has saved the taxpayers about \$15 million and is scheduled for completion in October 1998.

Discussions with Letterkenny and United Defense officials revealed that 120 more systems could be upgraded if contract options are exercised. United Defense is also looking to expand its business into other tracked vehicle systems. The company is closing its California production facility and consolidating its work at the York, Pennsylvania plant, which is located about 50 miles from Letterkenny. The company manager indicated that United Defense has produced and worked on all current tracked vehicles used by the U. S. military except the main M1 battle tank.

Defense Distribution Depot - Letterkenny

The distribution depot is comprised of 29 masonry warehouses and 60 covered storage shelters. The depot is about 73 percent full. About 49 percent of the distribution depot's business is derived from the Letterkenny maintenance depot. They are currently receiving supply items from Lexington - Bluegrass Army which was closed during BRAC 88.

The distribution depot is responsible for the storage of approximately 7500 vehicles of various types and in conditions ranging brand new to unserviceable awaiting major overhaul or disposal. Outside vehicle storage covers about 100 acres, and presently 33 acres are occupied. The depot vehicle parking grounds are either blacktop or packed gravel. They have no cement hard stand storage. Based on DLA's military value, the Letterkenny distribution depot was ranked third from a total of 17 distribution depots collocated with a maintenance depot. While, the Letterkenny Distribution Depot is a highly valued DLA resource, if the Letterkenny maintenance depot mission is terminated, the distribution depot would also no longer be needed.

Lower Capacity in Comparison to Other Army Depots

The Letterkenny Army Depot believes it received a lower military value rating because its capacity was low, compared to other Army Depots. If capacity were based on the number of useable square feet, instead of workstations, the Letterkenny Army Depot would be ranked among the most valuable. For example a single bay could accommodate two work positions and a large tracked vehicle or 50 workstations configured to repair hundreds of individual circuit cards.

The Letterkenny Army Depot workload fell off during the 1991 and 1992 time period due the "on again / off again" transfer of missile work from Anniston Army Depot. During this time, Letterkenny transferred some vehicle work to other areas, anticipating missile work in its place. However the transfer of missile work was challenged by Anniston labor unions and a court injunction blocked the transfers. Therefore Letterkenny's assigned workload dropped substantially, capacity utilization was low, and average direct labor hour rates increased to the point where Letterkenny was no longer competitive.

Letterkenny's capacity utilization and labor rates are driven by assigned workload. The commanders briefing indicates that utilization will exceed 100 percent in the 1996 and 1997 timeframe and then fall to between 70 and 80 percent in 1999 upon completion of the Paladin upgrade program.

Letterkenny's One-Stop Proposal for Tactical Missile

While Letterkenny is proceeding with implementation of the consolidated tactical missile maintenance program as directed by BRAC 93, the base believes it should be the designated storage and intermediate maintenance site for all future missile systems. In addition, they believe they should have responsibility for storage and intermediate maintenance

(periodic testing) for all other DOD missile systems. Currently, Letterkenny stores and maintains uprounded missiles for a significant portion of the Army's inventory, and almost all Air Force tactical missiles except AMMRAM. Navy systems are stored and uprounded at either Fallbrook, California or Yorktown, Virginia.

COMMUNITY CONCERNS RAISED:

Congressman Shuster provided a briefing on behalf of the community organization. The community organization calls itself the LEAD Coalition. Essentially, Congressman Shuster's group is concerned about keeping the base open and keeping the current staff of trained personnel employed. He reiterated the BRAC 1993 recommendations, the benefits of Paladin Enterprise and questioned the logic behind the Army's evaluation which placed Letterkenny among the least valued depots.

The community pitch was critical of the DOD BRAC 95 recommendation which decentralizes missile electronics and vehicle maintenance functions. The community questions whether or not (1) the receiving activity can store guidance and control sections which are "Class C" explosives, (2) if the receiver can paint Patriot systems in a high bay area with antenna and outriggers attached, and (3) if space and facilities are available to support radar testing of Patriot systems. Finally, the community stated that reversal of the BRAC 93 recommendation will increase maintenance costs, turnaround time, and that additional military construction projects would be required at the receiving sites.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

Evaluate problems or concerns regarding the transfer of workloads between Letterkenny Army Depot and Tobyhanna Army Depot.

Glenn Knoepfle, Cross Service Team, 3/27/1995



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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY REPORT

Tobyhanna Army Depot, Scranton, PA

BASE MISSION:

Tobyhanna is the largest electronics facility in DoD

Tobyhanna performs inspections, testing, maintenance, overhaul, repair and engineering services for communication and electronics equipment to include:

- communications systems -satellite, voice and data Communication;
- command and control systems - fire control operations , air traffic control;
- surveillance and target acquisition - radar/ interrogation system;
- intelligence and electronic warfare - sensor systems, countermeasure systems, signal;
- automatic data processing systems;
- electronic support equipment; COMSEC equipment.

Training of approximately 15,000 Army Reserve and Army National Guard soldiers occurs at Tobyhanna

DOD RECOMMENDATION:

Change the 1993 Commission's decision regarding the consolidation of tactical missile maintenance at Letterkenny by transferring missile guidance work from Letterkenny Army depot. Under the DoD recommendation Tobyhanna would receive 523,000 hours of core missile guidance system work, and approximately 1 million hours of non-core missile guidance system work from Letterkenny Army Depot PA.

DOD JUSTIFICATION FOR ACTION:

The availability of maintenance capacity at Tobyhanna makes the realignment of Letterkenny the most logical in terms of military value and cost effectiveness. Closure of Letterkenny is supported by the DoD Joint Cross-service Group for Depot Maintenance. The Army's recommendation to transfer missile workload to Tobyhanna Army Depot preserves Letterkenny's missile disassembly and storage mission. It capitalizes on Tobyhanna's electronics focus and retains DoD missile system repair at a single Army depot.

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COST CONSIDERATIONS DEVELOPED BY DOD:

COBRA data for Tobyhanna was not prepared by DoD.

ALTERNATIVE TO DOD RECOMMENDATION:

Study the closure of Tobyhanna as a substitute for for the realignment of missile guidance work from Letterkenny.

COST CONSIDERATIONS DEVELOPED BY DOD AT THE REQUEST OF COMMISSION STAFF:

- One-time cost : \$154 million
- Net savings during implementation: \$11 million
- Annual recurring Savings: \$33 million
- Break-Even Year: 2005 (4 years)
- Net Present Value Over 20 Years: \$226 million

MANPOWER IMPLICATION OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>
Baseline	283	3,226
Reductions	34	535
Realignments	249	2,691
Total	283	3,226

ENVIRONMENTAL CONSIDERATIONS

Tobyhanna is on the National Priority List.

REPRESENTATION

Governor	Ridge
Senators	Spector Santorum
Congressman	McDade

ECONOMIC IMPACT

BRAC 1995 impact : 2.6 %
Cumulative impact: 2.6%

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MILITARY ISSUES

The Army determined Tobyhanna to be the highest military value Army depot. Tobyhanna was scored 1 of 4 in the depot category.

COMMUNITY CONCERNS/ISSUES:

None have been expressed to Commission at this time

Reese 12 May

DRAFT

STAFF BASE VISIT REPORT

Tobyhanna Army Depot, Scranton, PA

31 MARCH 95

COMMISSION STAFF:

Glenn Knoepfle
Ann Reese

LIST OF ATTENDEES:

Col. Michael Lindquist
Frank Zardecki
Jerry Yaremko
LTC Reppert

BASE'S PRESENT MISSION:

Tobyhanna is the largest electronics facility in DoD

Tobyhanna performs inspections, testing, maintenance, overhaul, repair and engineering services for communication and electronics equipment to include:

- communications systems -satellite, voice and data Com;
- command and control systems - fire control operations , air traffic control;
- surveillance and target acquisition - radar/ interrogation system;
- intelligence and electronic warfare - sensor systems, countermeasure systems, signal;
- automatic data processing systems;
- electronic support equipment; COMSEC equipment.

Training of approximately 15,000 Army Reserve and Army National Guard soldiers occurs at Tobyhanna

DOD RECOMMENDATION:

None

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MAIN FACILITIES REVIEWED:

Commission staff received an overview briefing of Tobyhanna and the depot business indicators. The Department of Army and DoD have stated that Tobyhanna is an exemplary maintenance depot because of the technically advanced work that they are capable of performing and because Tobyhanna has the lowest hourly cost within the DoD Depot system. Briefing slides are attached.

The staff then toured facilities where electronic boards are tested and repaired. The skills throughout the depot are transferable from one commodity group to another. Commission staff spoke with several members of the workforce and learned that a worker can easily move between all commodity groups performed at Tobyhanna because all require the same type of proficiency. The depot appeared to contain modern, technically capable and well maintained equipment. The depot appeared to have a significant number of empty work benches and available capacity for additional work. This was confirmed by the Tobyhanna leadership.

KEY ISSUES IDENTIFIED:

The Commission staff reviewed workload capacity with Jake Yaremko, the Resource Manager to validate workload figures as reported by the Department of Army to the DoD Joint Cross Service Group. Tobyhanna's total capacity is 4.6 million hours. However, Mr. Yaremko noted that the commodity breakout was somewhat arbitrarily derived by Tobyhanna because the work skills are nearly fully transferable from one commodity to another. Tobyhanna had provided a footnote to this effect by it was not contained in the DoD Joint Cross Service report of workload. Yaremko also confirmed the maximum potential capacity figures of 7.6 million hours.

COMMUNITY CONCERNS RAISED:

No Community members present..

Reese/Cross Service Team/05/25/95 10:18 AM



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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

DEFENSE DISTRIBUTION DEPOT TOBYHANNA (DDTP)

INSTALLATION MISSION

The Tobyhanna Defense Distribution Depot receives, stores, and issues wholesale and retail material in support of DLA and the Military Services. It is a collocated depot located on the same installation with an Army maintenance depot--Tobyhanna Army Depot --its largest customer. Its primary mission is to provide rapid response to this customer.

DOD RECOMMENDATION: None

COMMISSION ALTERNATIVE

Commission added Defense Distribution Depot Tobyhanna for consideration for closure.

JUSTIFICATION

- The requirement to study the disestablishment of the DLA distribution depot is driven by the Commission's decision to study the closure of the Tobyhanna Army Depot--the distribution depot's primary customer.
- The Distribution Concept of Operations states DLA's distribution system will support the size and configuration of the Defense Depot Maintenance System. Thus, if depot maintenance activities are disestablished, collocated depots will also be disestablished.

ENVIRONMENTAL CONSIDERATIONS

- Environmental considerations do not prohibit this recommendation from being implemented.

REPRESENTATION

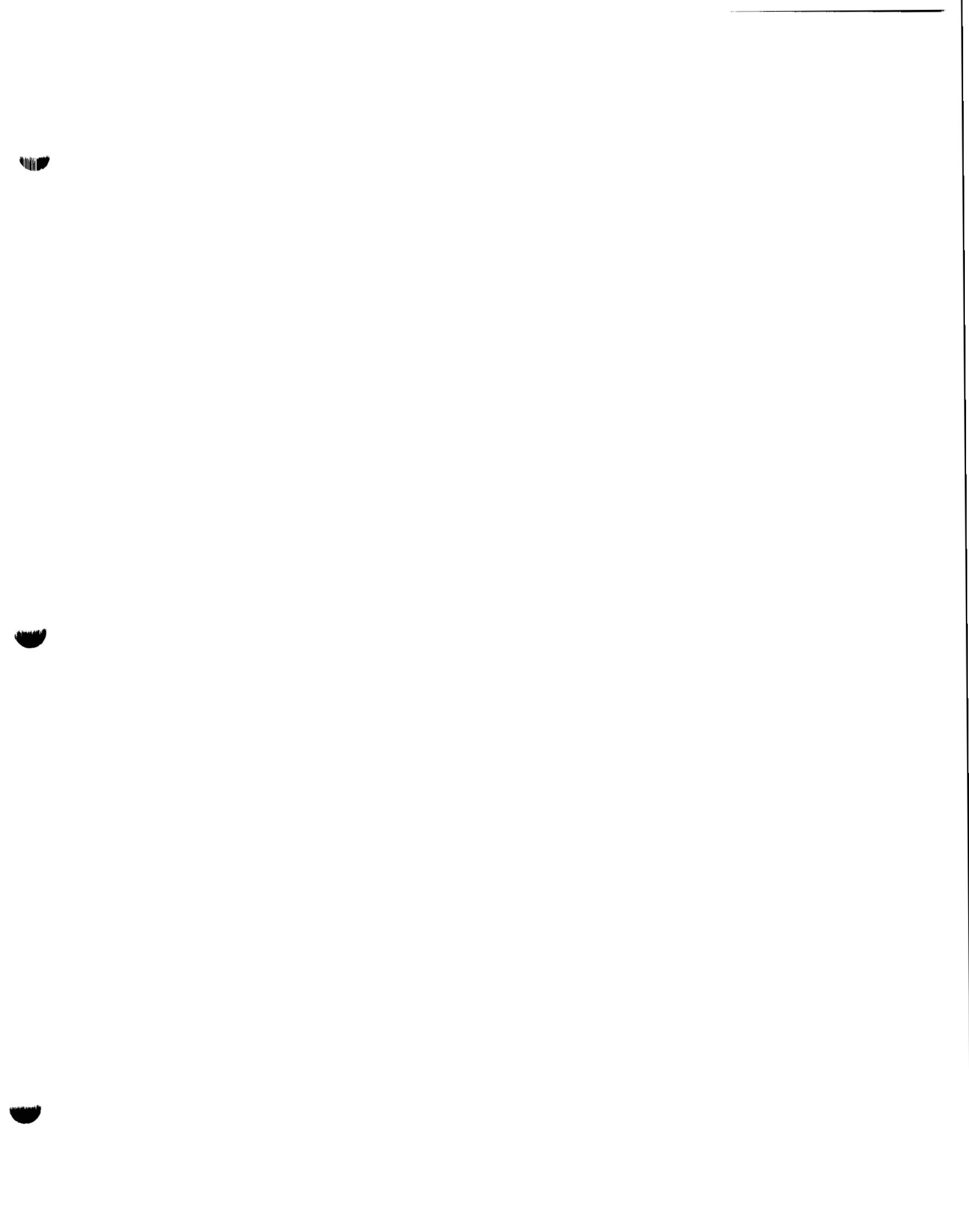
Senators:	Arlen Specter Rick Santorum
Representatives:	Joseph M. McDade and Paul Kanjorski
Governor:	Tom Ridge

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ECONOMIC IMPACT

- Potential Employment Loss: 709 jobs(289 direct and 420 indirect)
- Scranton-Wilkes-Barre-Hazleton, PA MSA Job Base: 319,940 jobs
- Percentage: 0.2 percent decrease
- Cumulative Economic Impact (1994-2001): 3.0 percent decrease

Marilyn Wasleski/Interagency Issues Team/05/22/95 5:22 PM



CLOSURE HISTORY - INSTALLATIONS IN PENNSYLVANIA

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
A	CARLISLE BARRACKS CHARLES E. KELLY SUPPORT FACILITY FORT INDIANTOWN GAP LETTERKENNY ARMY DEPOT	88/91/93	DEFBRAC/DBCRC	ONGOING	REALGNDN	<p>1988 DEFBRAC: Supply and material-readiness missions realigned from Lexington-Bluegrass Army Depot, KY; completed FY 93</p> <p>1991 DBCRC: Realign Depot Systems Command with the Systems Integration Management Activity-East (SIMA-E) to Rock Island Arsenal, IL, and form the Industrial Operations Command (SIMA-E changed by 1993 Defense Base Closure Commission); scheduled FY 95</p> <p>1993 DBCRC: Tactical missile maintenance realigned from Anniston Army Depot, AL; Red River Army Depot, TX; NADEP Alameda, CA; NADEP Norfolk, VA; NWS Seal Beach, CA; MCLB Barstow, CA; and Ogden ALC, Hill AFB, UT; scheduled FY 94-95</p> <p>Retain Systems Integration Management Activity-East (Change to 1991 Defense Base Closure Commission recommendation)</p>
	NEW CUMBERLAND DEPOT					
	SCRANTON ARMY AMMUNITION PLANT	90	PRESS	ONGOING	LAYAWAY	<p>1990 PRESS: Layaway; scheduled FY 95</p>
	TACONY WAREHOUSE	88	DEFBRAC	ONGOING	CLOSE	<p>1988 DEFBRAC: Close; completed FY 92; pending disposal</p>

CLOSURE HISTORY - INSTALLATIONS IN PENNSYLVANIA

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	TOBYHANNA ARMY DEPOT	88/93	DEFBRAC/DBCRC	ONGOING	REALGNUP	1988 DEFBRAC: Communications-electronics mission realigned from Lexington-Bluegrass Army Depot, KY; scheduled FY 93-94 1993 DBCRC: Maintenance and repair function of the Intelligence Material Management Center realigned from Vint Hill Farms, VA; scheduled FY 96
AF	GREATER PITTSBURGH IAP AGS HARRISBURG OLMSTED IAP AGS WILLOW GROVE ARS					
D	DEFENSE CLOTHING FACTORY	93	DBCRC	COMPLETE	CLOSE	1993 DBCRC: Accept DoD recommendation to close.
	DEFENSE CONTRACT MANAGEMENT DISTRICT M	93	DBCRC	COMPLETE	CLOSE	1993 DBCRC: Accept DoD recommendation. Close DCMD Midatlantic, Philadelphia, PA, and relocate its mission to the remaining three DCMDs.
	DEFENSE DISTRIBUTION DEPOT LETTERKENNY	93	DBCRC	COMPLETE	REJECT	1993 DBCRC: Reject DoD recommendation to closed DDLP and relocate its mission to other DDDs. Maintain DDLP at the Chambersburg, PA, site to retain key support functions it provides Letterkenny Army Depot.
	DEFENSE INDUSTRIAL SUPPLY CENTER	93	DBCRC	COMPLETE	REJECT	1993 DBCRC: Reject DoD recommendation to close. Maintain DISC at ASO compound to realize the most cost-effective option.
	DEFENSE PERSONNEL SUPPORT CENTER DEFENSE PERSONNEL SUPPORT CENTER	93	DBCRC	COMPLETE	CLOSE	1993 DBCRC: Reject DoD recommendation to close and move to New Cumberland. Close and move to ASO to realize best cost efficiencies.
N	NAS WILLOW GROVE					

CLOSURE HISTORY - INSTALLATIONS IN PENNSYLVANIA

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	NAVAL AIR DEVELOPMENT CENTER WARMINSTE	91	DBCRC	ONGOING	REALIGNDN	1991 DBCRC: Recommended realignment as part of the Aircraft Division, Naval Air Warfare Center.
	NAVAL HOSPITAL PHILADELPHIA	88	DEFBRAC	CLOSED	CLOSE	1988 DEFBRAC: BRAC1 recommended closing Naval Hospital Philadelphia because the existing facilities are unsafe and inadequate, and cannot be efficiently modernized. Retain the Naval Ship Systems Engineering Station, a hospital tenant, in the Philadelphia area.
	NAVAL STATION PHILADELPHIA	90/91	PRESS/DBCRC	ONGOING	CLOSE	1990 PRESS: DOD Secretary proposed NAVSTA Philadelphia as a closure in his 1990 press release. 1991 DBCRC: Recommended closing NAVSTA Philadelphia, reassigning its ships to other Atlantic Fleet Homeports and relocating the Naval Damage Control Training Center to NTC Great Lakes, IL.
	NAVY AVIATION SUPPLY OFFICE	93	DBCRC	CANCELLED	CLOSE	1993 DBCRC: Cancelled the OSD recommended closure of the ASO, Philadelphia, PA and relocation of needed personnel, equipment, and support to the Ship Parts Control Center (SPCC) Mechanicsburg, PA.
	NAVY SHIPS PARTS CONTROL CENTR NRC ALTOONA	93	DBCRC	CLOSED	CLOSE	1993 DBCRC: Recommended closure of NRC Altoona, PA because its capacity is in excess of projected requirements.
	PERA (SURFACE) HQ, PHILADELPHIA	93	DBCRC	ONGOING	DISESTAB	1993 DBCRC: Directed the disestablishment of PERA Philadelphia and relocation of needed functions, personnel, equipment, and support to the Supervisor of Shipbuilding, Conversion and Repair, San Diego, CA, Portsmouth, VA and Newport News, VA.

CLOSURE HISTORY - INSTALLATIONS IN PENNSYLVANIA

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	PHILADELPHIA NAVAL SHIPYARD	90/91	PRESS/DBCRC	ONGOING	CLOSE	1990 PRESS: DOD Secretary proposed NSY Philadelphia as a closure in his 1990 press release. 1991 DBCRC: Recommended closing and preserving the shipyard for emergent requirements. The propeller facility's Naval Inactive Ships Maintenance Facility and Naval Ship System Engineering Station will remain.



NEW YORK

25 minutes

BOSTON, MA REGIONAL HEARING SCHEDULE OF WITNESSES

12:05PM - 12:06:30PM	1.5 minutes	Governor George E. Pataki
12:06:30PM - 12:08PM	1.5 minutes	Congressman John J. LaFalce
12:08PM - 12:10PM	2 minutes	Major General Robert A. McIntosh, Chief, USAF Reserve
12:10PM - 12:30PM	20 minutes	Colonel Dick DeWitt (USAF-Ret.) , Community Representative

NEW YORK

**Niagara Falls Air Reserve Station
Niagara Falls, NY**

1. Does the Air Force Reserve unit provide support to the Air National Guard unit located at the airport?
2. What type and level of support does the Air Force Reserve unit provide to the Air National Guard unit at the airport?
3. Does the Air Force Reserve unit have the capability to expand its operation?
4. How many C-130 aircraft can the unit accommodate within existing capacity and capability?
5. What has been the unit's annual percentage level of manning over the past ten years compared to authorized levels?

**NEW YORK
TABLE OF CONTENTS**

**BOSTON, MA REGIONAL HEARING
SATURDAY, JUNE 3, 1995**

STATE MAP

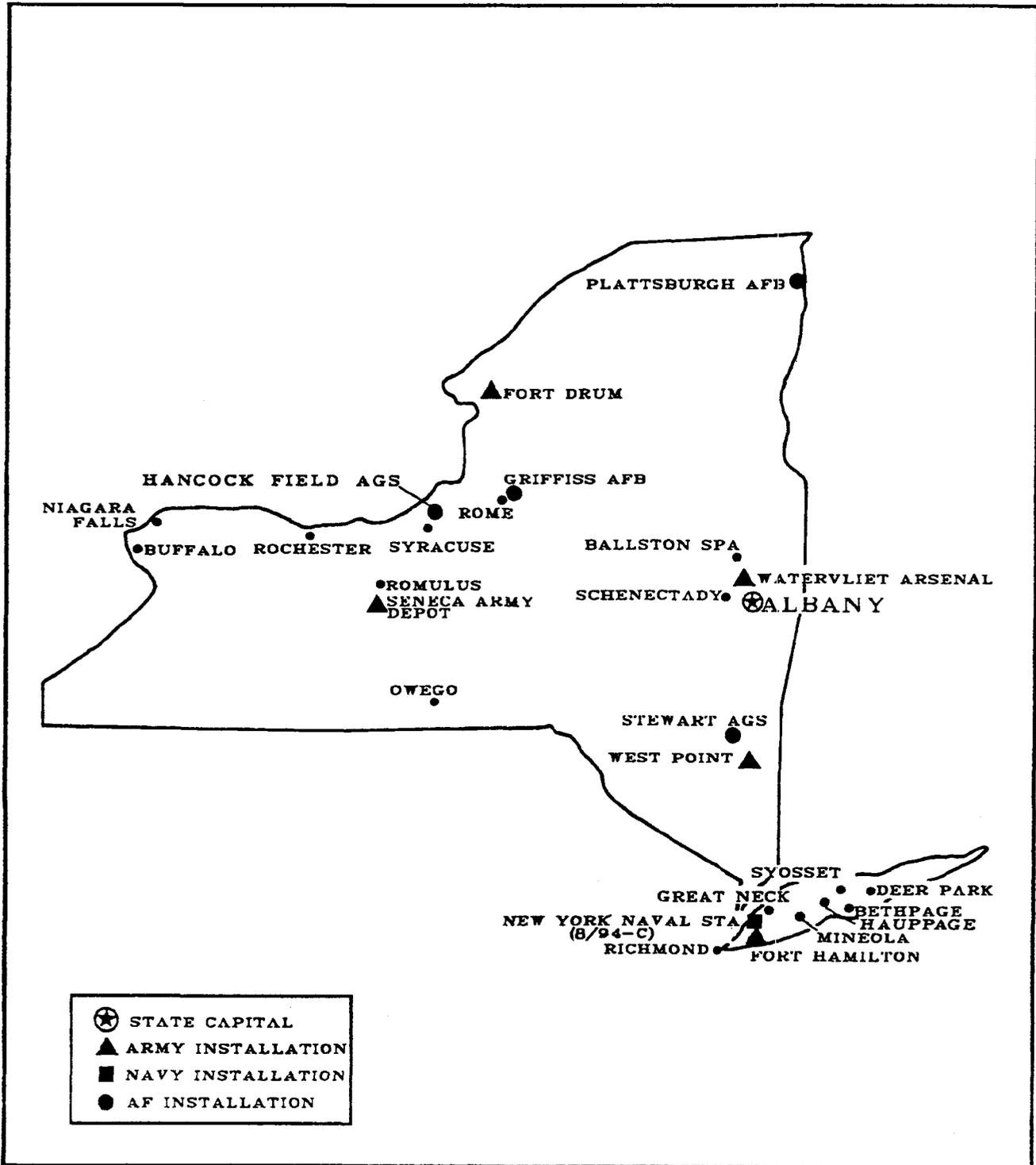
NIAGARA FALLS IAP AIR RESERVE STATION, NY

-Facility Summary Sheet

STATE CLOSURE HISTORY

MAP NO. 33

NEW YORK



Prepared By: Washington Headquarters Services
Directorate for Information
Operations and Reports

DRAFT

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

NIAGARA FALLS IAP AIR RESERVE STATION, NY

INSTALLATION MISSION

Air Force Reserve installation on Niagara Falls International Airport. It is the home of the 914th Airlift Wing which flies C-130H aircraft. The Air National Guard's 107th Air Refueling Group, which flies KC-135 tanker aircraft, is also located at Niagara Falls IAP, in its own cantonment area.

DOD RECOMMENDATION: None

COMMISSION ALTERNATIVE

- Commission added Niagara Falls IAP Air Reserve Station for consideration for closure in addition to or as a substitute for Pittsburgh IAP ARS
- Deactivate the 914th Airlift Wing and redistribute the C-130 aircraft

JUSTIFICATION

- Commission analysis revealed that the Air Force used erroneous base operating cost data in their "level playing field" COBRA models in evaluating three of the C-130 installations located on civil airports. The bad data lead to false conclusions in selecting Pittsburgh IAP ARS for closure.

STAFF COMMENTS

- Air Force used operating cost data as a primary factor in determining the Air Force Reserve closure recommendation
- The Air Force Reserve has more C-130 operating locations than necessary to support the Reserve C-130 aircraft in the DoD Force Structure Plan.
- The Niagara Falls IAP ARS operating costs are greatest among Air Force Reserve C-130 operations at civilian airfields

COST CONSIDERATIONS DEVELOPED BY DOD

- | | |
|---|---------------------------|
| • One-Time Costs | \$14.5 million (cost) |
| • Net Costs (Savings) During Implementation | \$3.3 million (savings) |
| • Annual Recurring Savings | \$15.2 million (savings) |
| • Break-Even Year | Immediate |
| • Net Present Value Over 20 Years | \$207.1 million (savings) |

DRAFT

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline	0	334	0
Reductions	0	213	0
Realignments	0	105	0
Total	0	318	0

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

Out		In		Net Gain (Loss)	
<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
0	318	0	0	0	(318)

ENVIRONMENTAL CONSIDERATIONS

- Non-attainment area for ozone.

REPRESENTATION

- Governor: George E. Pataki
- Senators: Daniel P. Moynihan
Alfonse M. D'Amato
- Representatives: John J. LaFalce/29th
Louise Slaughter/28th
Jack Quinn/30th

ECONOMIC IMPACT

- Potential Employment Loss:
- Niagara County MSA Job Base 98,215 jobs
- Percentage: .6 percent decrease
- Cumulative Economic Impact (1994-2001): .6 percent decrease

MILITARY ISSUES

- Time required to reconstitute combat readiness at new locations
- AFRES has an excess capacity of two C-130 bases

DRAFT

COMMUNITY CONCERNS/ISSUES

- Niagara County use to be its own MSA
- Niagara costs seem high
- Geographic proximities of other units, i.e., O'Hare-Gen Mitchell and Youngstown-Pittsburgh
- Stand alone versus colocated AFRES-ANG units
- Niagara Falls only Air Force Reserve flying unit in New York

ITEMS OF SPECIAL EMPHASIS

- Recomputation of base operating costs with corrected data reflects Niagara Falls highest cost

Rick DiCamillo/Air Force Team/May 16, 1995/7:30 AM

CLOSURE HISTORY - INSTALLATIONS IN NEW YORK

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
A						
	FORT DRUM					
	FORT HAMILTON					
	FORT TOTTEN					
	NATIONAL GUARD - TROY	90	PRESS	ONGOING	CHANGE	1990 PRESS: Downsize 42nd Infantry Division (Changed to remain as a division through consolidation with 26th Infantry Division, Camp Edwards, MA and 50th Armored Division, Fort Dix, NJ)
	SENECA ARMY DEPOT	88	DEFBRAC	COMPLETE	REALGNUP	1988 DEFBRAC: All stocks realigned from Pontiac Storage Facility, MI; completed FY 91
	STEWART ANNEX					
	WATERVLIET ARSENAL					
	WEST POINT MILITARY RESERVATION					
AF						
	GRIFFISS AFB	93	DBCRC	ONGOING	REALIGNDN	1993 DBCRC: Major Realignment (Scheduled September 30, 1995). Deactivate of 416BW. B-52H transfer to Minot AFB, ND and Barksdale AFB, LA. KC-135 transfer to Grand Forks AFB, ND. 485 Eng Installation Group relocates to Hill AFB, UT. The NE Air Defense Sector remains pending North American Air Defense (NORAD) study, and transfers to ANG. Rome Labs remain. ANG operates facilities in standby status to support 10 Inf Light Division from FT Drum. A minimum essential airfield will be operated by a contractor on an "as needed, on call" basis. Only the stand-alone laboratory and the ANG mission will remain. Personnel movements include 3579 Mil out and 944 Civ out.
	HANCOCK FIELD AGS					
	NIAGARA FALLS IAP ARS					

CLOSURE HISTORY - INSTALLATIONS IN NEW YORK

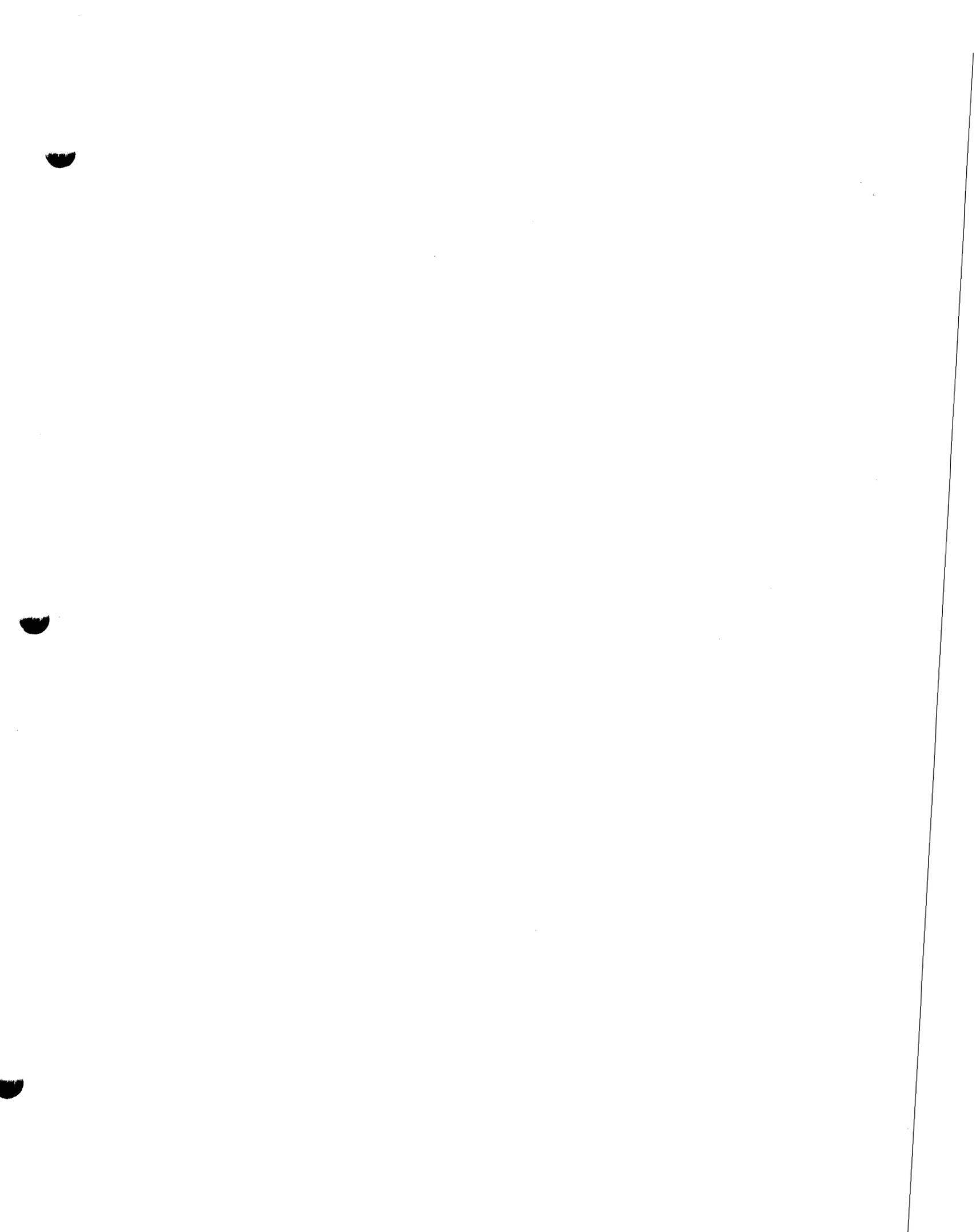
30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	PLATTSBURGH AFB	88/93	DEFBRAC/DBCRC	ONGOING	CLOSE/9-95	1988 DEFBRAC: Directed transfer of KC-135s from Closing Pease AFB, NH to Wurtsmith, Carswell, Eaker and Plattsburg AFB. (See 1991 DBCRC for other bases.) 1993 DBCRC: Close Close Plattsburgh and redistribute assets as appropriate. Net personnel movement out is 2095 Mil and 352 Civ.
	ROSLYN AGS					
	SCHENECTADY AIRPORT AGS					
	STEWART IAP AGS					
	SUFFOLK COUNTY AIRPORT AGS					
MC	1ST MC DISTRICT, GARDEN CITY	93	DBCRC	CANCELLED	CLOSE	1993 DBCRC: Rejected proposal to close the activity.
N	DOD FAMILY HOUSING, NIAGARA FALLS	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Close the housing office and the 111 housing units it administers.
	NAVAL STATION BROOKLYN	88	DEFBRAC	CLOSED	CLOSE	1988 DEFBRAC: BRAC1 relocated facilities to NAVSTA New York.
	NAVAL STATION STATEN ISLAND	88/93	DBCRC	ONGOING	CLOSE	1988 DEFBRAC: Through action of BRAC1, received support functions previously located at NAVSTA Brooklyn. 1993 DBCRC: Directed the closure of NAVSTA Staten Island and relocation of its ships, personnel, equipment, and support to NAVSTAs Norfolk, VA, and Mayport, FL.
	NRC JAMESTOWN	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Recommended closure of NRC Jamestown, NY because its capacity is in excess of projected requirements.

CLOSURE HISTORY - INSTALLATIONS IN NEW YORK

30-May-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	NRC POUGHKEEPSIE	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Recommended closure of NRC Poughkeepsie, NY because its capacity is in excess of projected requirements.
	READINESS CMD REGION 2, SCOTIA	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Recommended closure of Readiness Command Region 2 because its capacity is in excess of projected requirements.





**THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504**

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:

**AL CORNELLA
REBECCA COX
GEN J. B. DAVIS, USAF (RET)
S. LEE KLING
RADM BENJAMIN F. MONTOYA, USN (RET)
MG JOSUE ROBLES, JR., USA (RET)
WENDI LOUISE STEELE**

**REMARKS BY CHAIR AT BEGINNING OF
PENNSYLVANIA AND NEW YORK PUBLIC COMMENT
PORTION OF BOSTON REGIONAL HEARING**

**WE ARE NOW READY TO BEGIN A PERIOD SET ASIDE FOR PUBLIC
COMMENT. OUR INTENTION IS TO TRY TO INSURE THAT ALL OPINIONS ON
THE RECOMMENDATIONS OF THE SECRETARY OR THE ADDITIONS OF THE
COMMISSION AFFECTING PENNSYLVANIA AND NEW YORK ARE HEARD. WE
HAVE ASSIGNED 34 MINUTES FOR THIS PERIOD.**

**WE ASKED PERSONS WISHING TO SPEAK TO SIGN UP BEFORE THE
HEARING BEGAN, AND THEY HAVE DONE SO BY NOW. WE HAVE ALSO ASKED
THEM TO LIMIT THEIR COMMENTS TO TWO MINUTES, AND WE WILL RING A
BELL AT THE END OF THAT TIME. PLEASE STOP AFTER YOUR TWO
MINUTES ARE UP. WRITTEN TESTIMONY OF ANY LENGTH IS WELCOMED BY
THE COMMISSION AT ANY TIME IN THIS PROCESS. IF ALL THOSE SIGNED UP
TO SPEAK WOULD RAISE YOUR RIGHT HANDS, I WILL ADMINISTER THE
OATH.**



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

1700 NORTH MOORE STREET SUITE 1425

ARLINGTON, VA 22209

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WENDI LOUISE STEELE

WITNESSES' OATH

**DO YOU SOLEMNLY SWEAR OR AFFIRM THAT THE TESTIMONY YOU
ARE ABOUT TO GIVE TO THE DEFENSE BASE CLOSURE AND
REALIGNMENT COMMISSION SHALL BE THE TRUTH, THE WHOLE
TRUTH AND NOTHING BUT THE TRUTH?**





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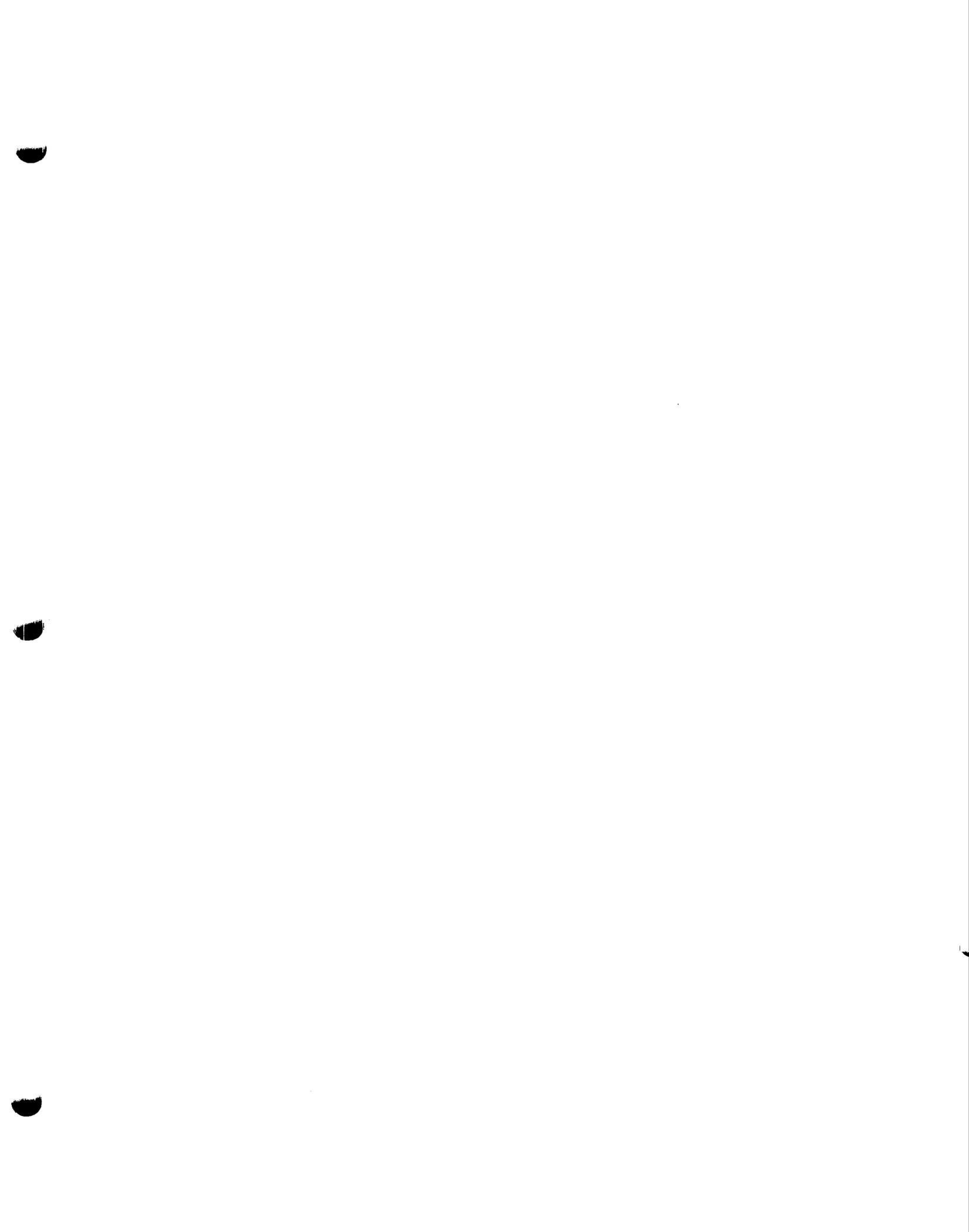
CLOSING REMARKS OF CHAIRMAN DIXON
BOSTON REGIONAL HEARING

WE HAVE NOW CONCLUDED THIS HEARING OF THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION. I WANT TO THANK ALL THE WITNESSES WHO TESTIFIED. YOU HAVE BROUGHT US SOME VERY VALUABLE INFORMATION WHICH I ASSURE YOU WILL BE GIVEN CAREFUL CONSIDERATION BY THE COMMISSION MEMBERS AS WE REACH OUR DECISIONS.

I ALSO WANT TO THANK AGAIN ALL THE ELECTED OFFICIALS AND COMMUNITY MEMBERS WHO HAVE ASSISTED US DURING OUR BASE VISITS AND IN PREPARATION FOR THIS HEARING. IN PARTICULAR, I WOULD LIKE TO THANK SENATOR KENNEDY AND HIS STAFF FOR THEIR ASSISTANCE IN HELPING TO OBTAIN THIS WONDERFUL SITE FOR THE HEARING.

FINALLY, I WOULD LIKE TO THANK THE CITIZENS OF THE COMMUNITIES REPRESENTED HERE TODAY THAT HAVE SUPPORTED THE MEMBERS OF OUR ARMED SERVICES FOR SO MANY YEARS, MAKING THEM FEEL WELCOME AND VALUED IN YOUR TOWNS. YOU ARE TRUE PATRIOTS.

THIS HEARING IS CLOSED.



**1995 List of Military Installations
Inside the United States for Closure or Realignment**

Part I: Major Base Closures

Army

Fort McClellan, Alabama
Fort Chaffee, Arkansas
Fitzsimons Army Medical Center, Colorado
Price Support Center, Illinois
Savanna Army Depot Activity, Illinois
Fort Ritchie, Maryland
Selfridge Army Garrison, Michigan
Bayonne Military Ocean Terminal, New Jersey
Seneca Army Depot, New York
Fort Indiantown Gap, Pennsylvania
Red River Army Depot, Texas
Fort Pickett, Virginia

Navy

Naval Air Facility, Adak, Alaska
Naval Shipyard, Long Beach, California
Ship Repair Facility, Guam
Naval Air Warfare Center, Aircraft Division, Indianapolis, Indiana
Naval Surface Warfare Center, Crane Division Detachment, Louisville, Kentucky
Naval Surface Warfare Center, Dahlgren Division Detachment, White Oak, Maryland
Naval Air Station, South Weymouth, Massachusetts
Naval Air Station, Meridian, Mississippi
Naval Air Warfare Center, Aircraft Division, Lakehurst, New Jersey
Naval Air Warfare Center, Aircraft Division, Warminster, Pennsylvania

Air Force

North Highlands Air Guard Station, California
Ontario IAP Air Guard Station, California
Rome Laboratory, Rome, New York
Roslyn Air Guard Station, New York

Springfield-Beckley MAP, Air Guard Station, Ohio
Greater Pittsburgh IAP Air Reserve Station, Pennsylvania
Bergstrom Air Reserve Base, Texas
Brooks Air Force Base, Texas
Reese Air Force Base, Texas

Defense Logistics Agency

Defense Distribution Depot Memphis, Tennessee
Defense Distribution Depot Ogden, Utah

Part II: Major Base Realignment

Army

Fort Greely, Alaska
Fort Hunter Liggett, California
Sierra Army Depot, California
Fort Meade, Maryland
Detroit Arsenal, Michigan
Fort Dix, New Jersey
Fort Hamilton, New York
Charles E. Kelly Support Center, Pennsylvania
Letterkenny Army Depot, Pennsylvania
Fort Buchanan, Puerto Rico
Dugway Proving Ground, Utah
Fort Lee, Virginia

Navy

Naval Air Station, Key West, Florida
Naval Activities, Guam
Naval Air Station, Corpus Christi, Texas
Naval Undersea Warfare Center, Keyport, Washington

Air Force

McClellan Air Force Base, California
Onizuka Air Station, California

Eglin Air Force Base, Florida
Robins Air Force Base, Georgia
Malmstrom Air Force Base, Montana
Kirtland Air Force Base, New Mexico
Grand Forks Air Force Base, North Dakota
Tinker Air Force Base, Oklahoma
Kelly Air Force Base, Texas
Hill Air Force Base, Utah

***Part III: Smaller Base or Activity Closures, Realignment,
Disestablishments or Relocations***

Army

Branch U.S. Disciplinary Barracks, California
East Fort Baker, California
Rio Vista Army Reserve Center, California
Stratford Army Engine Plant, Connecticut
Big Coppett Key, Florida
Concepts Analysis Agency, Maryland
Publications Distribution Center Baltimore, Maryland
Hingham Cohasset, Massachusetts
Sudbury Training Annex, Massachusetts
Aviation-Troop Command (ATCOM), Missouri
Fort Missoula, Montana
Camp Kilmer, New Jersey
Caven Point Reserve Center, New Jersey
Camp Pedricktown, New Jersey
Bellmore Logistics Activity, New York
Fort Totten, New York
Recreation Center #2, Fayetteville, North Carolina
Information Systems Software Command (ISSC), Virginia
Camp Bonneville, Washington
Valley Grove Area Maintenance Support Activity (AMSA), West Virginia

Navy

Naval Command, Control and Ocean Surveillance Center, In-Service Engineering West
Coast Division, San Diego, California
Naval Health Research Center, San Diego, California

Naval Personnel Research and Development Center, San Diego, California
Supervisor of Shipbuilding, Conversion and Repair, USN, Long Beach, California
Naval Undersea Warfare Center-Newport Division, New London Detachment, New London,
Connecticut
Naval Research Laboratory, Underwater Sound Reference Detachment, Orlando, Florida
Fleet and Industrial Supply Center, Guam
Naval Biodynamics Laboratory, New Orleans, Louisiana
Naval Medical Research Institute, Bethesda, Maryland
Naval Surface Warfare Center, Carderock Division Detachment, Annapolis, Maryland
Naval Technical Training Center, Meridian, Mississippi
Naval Aviation Engineering Support Unit, Philadelphia, Pennsylvania
Naval Air Technical Services Facility, Philadelphia, Pennsylvania
Naval Air Warfare Center, Aircraft Division, Open Water Test Facility, Oreland,
Pennsylvania
Naval Command, Control and Ocean Surveillance Center, RDT&E Division Detachment,
Warminster, Pennsylvania
Fleet and Industrial Supply Center, Charleston, South Carolina
Naval Command, Control and Ocean Surveillance Center, In-Service Engineering East Coast
Detachment, Norfolk, Virginia
Naval Information Systems Management Center, Arlington, Virginia
Naval Management Systems Support Office, Chesapeake, Virginia

Navy/Marine Reserve Activities

Naval Reserve Centers at:

Huntsville, Alabama
Stockton, California
Santa Ana, Irvine, California
Pomona, California
Cadillac, Michigan
Staten Island, New York
Laredo, Texas
Sheboygan, Wisconsin

Naval Air Reserve Center at:

Olathe, Kansas

Naval Reserve Readiness Commands at:

New Orleans, Louisiana (Region 10)
Charleston, South Carolina (Region 7)

Air Force

Moffett Federal Airfield AGS, California
Real-Time Digitally Controlled Analyzer Processor Activity, Buffalo, New York
Air Force Electronic Warfare Evaluation Simulator Activity, Fort Worth, Texas

Defense Logistics Agency

Defense Contract Management District South, Marietta, Georgia
Defense Contract Management Command International, Dayton, Ohio
Defense Distribution Depot Columbus, Ohio
Defense Distribution Depot Letterkenny, Pennsylvania
Defense Industrial Supply Center Philadelphia, Pennsylvania
Defense Distribution Depot Red River, Texas

Defense Investigative Service

Investigations Control and Automation Directorate, Fort Holabird, Maryland

Part IV: Changes to Previously Approved BRAC Recommendations

Army

Army Bio-Medical Research Laboratory, Fort Detrick, Maryland

Navy

Marine Corps Air Station, El Toro, California
Marine Corps Air Station, Tustin, California
Naval Air Station Alameda, California
Naval Recruiting District, San Diego, California
Naval Training Center, San Diego, California
Naval Air Station, Cecil Field, Florida
Naval Aviation Depot, Pensacola, Florida

Navy Nuclear Power Propulsion Training Center, Naval Training Center, Orlando, Florida
Naval Training Center Orlando, Florida
Naval Air Station, Agana, Guam
Naval Air Station, Barbers Point, Hawaii
Naval Air Facility, Detroit, Michigan
Naval Shipyard, Norfolk Detachment, Philadelphia, Pennsylvania
Naval Sea Systems Command, Arlington, Virginia
Office of Naval Research, Arlington, Virginia
Space and Naval Warfare Systems Command, Arlington, Virginia
Naval Recruiting Command, Washington, D.C.
Naval Security Group Command Detachment Potomac, Washington, D.C.

Air Force

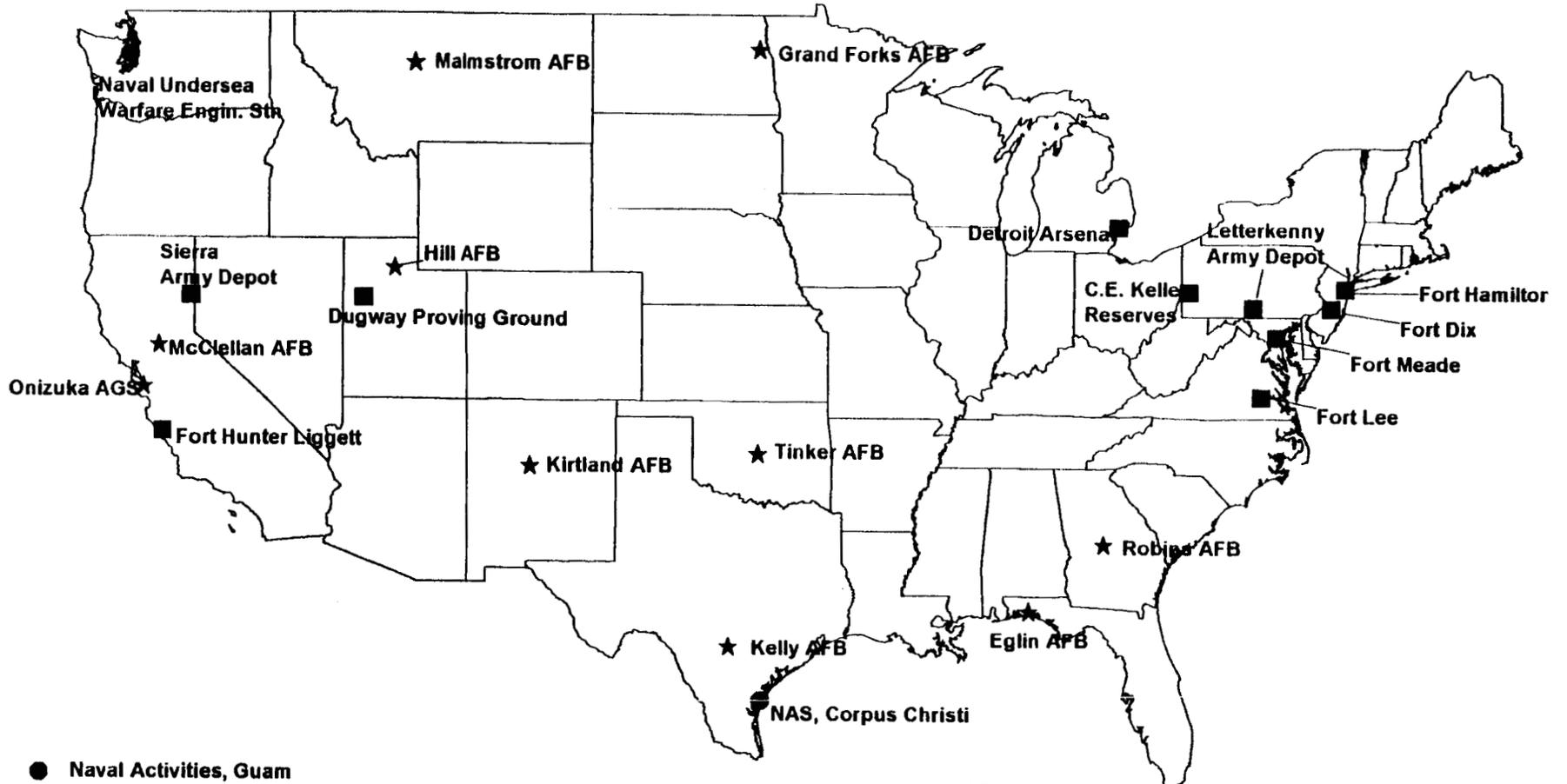
Williams AFB, Arizona
Lowry AFB, Colorado
Homestead AFB, Florida (301st Rescue Squadron)
Homestead AFB, Florida (726th Air Control Squadron)
MacDill AFB, Florida
Griffiss AFB, New York (Airfield Support for 10th Infantry (Light) Division)
Griffiss AFB, New York (485th Engineering Installation Group)

Defense Logistics Agency

Defense Contract Management District West, El Segundo, California

1995 DoD Recommendations Major Base Realignments

■ Fort Greely



● Naval Activities, Guam

Fort Buchanan,
Puerto Rico

● NS, Key West

Legend

■ Army	(12)
★ Air Force	(10)
● Navy	(4)

U . S . S e n a t o r



Bill Cohen

(202) 224-2523 FAX (202) 224-2693

Deliver To: LARRY JACKSON

Office: BRAC FAX Number: 703-696-0550

Date: 6/7/95 Time: _____ Page 1 of 9

Note: PER YOUR REQUEST - HERE IS
A COPY OF SENATOR COHEN'S
SPEECH HE GAVE IN BOSTON
LAST SATURDAY. A HARD COPY
IS IN THE MAIL TO YOU -

From: MELANIE DeMayo for DALE GERRY

Long Beach stated that it has longer dock space than Portsmouth and therefore the Navy erred in seeking to reduce excess capacity by placing it on the list and not Portsmouth. In my judgment, that is the equivalent of saying that Long beach has a 100 yard football field while Portsmouth has only a 94 foot basketball court.

Long Beach and Portsmouth have completely different missions, functions, capabilities, labor force and management skills and to compare the two would not only be an error in judgment, but a mistake of monumental proportions.

Anyone who suggests that a labor force trained to overhaul and repair conventional surface ships is capable of overhauling, repairing, refueling and defueling nuclear submarines engages in an exercise in folly. It would be the equivalent of saying that one who can repair a Rolls Royce automobile can also repair a B-2 bomber. The skills are not comparable. In fact, just the converse argument is more valid. The aviation expert mechanic will be far more capable of repairing an automobile than an automotive mechanic the B-2 bomber. That is the reason that non-nuclear work is accomplished at all naval shipyards, but nuclear work is accomplished only at nuclear yards.

At your West Coast hearing, the Commission heard testimony that indicated that Portsmouth's docks were all 90 years old and implied that they were in a state of deterioration. I need not take your time and offer a rebuttal to those allegations other than pointing out that Portsmouth has the most modern dry dock facility in the world for refueling and overhauling the 688 class submarine. Each of its three docks has been maintained and certified by the Navy to meet all of its standards and, indeed, in the case of Dry Dock #2, to exceed standards reached by any other yard. Yesterday, all eight members of the Commission had the opportunity to view the capabilities and the state of the art equipment at Portsmouth, so I need not dwell on that issue any longer. Portsmouth can handle approximately 83 percent of all active naval vessels. It has not done so because the Navy has chosen to exploit its specialty and reap the benefits of the efficiencies that come from being expert in the field as Portsmouth has done. This expertise saves time, money and produces quality work.

At this moment, Portsmouth is recognized by the Navy as being its crown jewel in its refueling and overhaul work for the 688. In fact, it is the only yard in the country that is specifically and solely dedicated to repair, refuel and defuel the 688. No other yard in the country has the experience and the technical competence that has been demonstrated by Portsmouth.

* It has been designated as the Navy's Center of Excellence for 688 Class depot maintenance;

* It is the Navy's SSN planning yard;

is transferred to private yards, there are additional risks that are incurred -- risks to our national security interests. Corporate conglomerates buy and sell yards. In the event that they find a yard is incapable of sustaining efficient production rates, they simply choose to close them. General Dynamics, for example, has closed every facet of its defense business other than that of building submarines at Electric Boat and the manufacture of M-1 A1 tanks. Allowing corporations to make decisions that might compromise our national security is clearly an issue that requires debate and deliberation at the very highest levels of our government in both executive and congressional branches. Even if the Commission were to erroneously conclude that there exists an unreasonable level of excess shipyard capacity within the Navy, the Commission could not recommend that such capacity be transferred to private yards or take action that would force the Navy to do so. It would violate the Commission's charter and violate existing law.

Several Commissioners have questioned whether an unreasonable level of excess capacity exists within the Navy. The answer turns on whether you seek a theoretical or notional excess capacity figure or one that reflects the real world of day-to-day operations.

The Navy's guidance to shipyards requested that, in developing maximum capacity levels, the yards should not consider delays, cost overruns and workforce levels as real world constraints to actually accomplishing this work. The resulting maximum capacity, by virtue of such guidance, was intended to be theoretical. The reality of having to execute such a workload in a sustained manner is governed by how much time, money and skilled people are at the Navy's disposal. Given enough time, money, people and good fortune, almost anything is possible. Present day realities lay in stark contrast. The potential for grave and serious consequences of decisions based on theoretical capacity required our military leaders to factor in realistic operational capacity. Only when realistic numbers are used can there be a fair and accurate assessment of excess capacity. The Navy and DOD exercised military judgment, not theoretical maximum capacity, in their decision to retain Portsmouth. They did so in 1991, 1993 and 1995.

In essence, the Navy is firmly convinced that having closed Mare Island, having closed Charleston Naval Shipyard, that there remains only a thin margin of excess capacity to protect us against future contingencies.

They've concluded that closing Portsmouth would:

- * Leave the Navy with only 50 percent of its nuclear capable shipyards;

- * Leave the Atlantic Fleet with only a single yard providing dedicated support to its assets;

Mr. Chairman, members of the Commission, I would like to turn briefly to the subject of turbulence both in the international world and also here at home. It is a familiar axiom that those whom the gods would destroy, they first make euphoric. With the collapse of the Berlin wall and the Soviet empire, we all experienced our share of euphoria.

Two years ago:

- * Russia was viewed as a new "partner for peace" and a dedicated opponent of nuclear proliferation;

- * China was a new member of the Nuclear Non-proliferation Treaty whose military seemed focused on maintaining internal security;

- * Iran appeared crippled by economic problems that limited its ability to threaten its neighbors;

- * North Korea had just signed an agreement with South Korea and opened itself to international nuclear inspections.

Today, while accepting the Administration concept of a Partnership for Peace:

- * Russian troops are turning Chechnya into a wasteland while Russian engineers are preparing to build nuclear reactors in the terrorist nation of Iran;

- * China plans to sell nuclear reactors to Iran and its military has turned outward, claiming sovereignty over the South China Sea, extending its coastal "defense perimeter" out to 2,000 miles, and backing these claims up with military deployments;

- * Iran is aggressively pursuing nuclear weapons while deploying Russian-built submarines and Chinese-built silkworm missiles in order to gain control of the Persian Gulf and dominate its neighbors;

- * North Korea violated last October's nuclear agreement and continues to mass troops and artillery on the DMZ;

- * According to the Defense Department, the Russians have maintained a pace of submarine construction that is undiminished from Cold War levels.

None of us can predict how the future will unfold for the United States in the way of threats from prior enemies who are now friends or present friends who might become enemies.

Just as there is turbulence throughout the world that the Navy is determined to hedge against, there is also uncertainty in the shipbuilding community here at home.

Governor A. King

DEVASTATING Economic Impact

MSA of So ME/NH = 218,000 people

Dir Job Loss = 4,000

= 240,000 jobs in LA

Governor J. Merrill

Closure costs ↑

Expected savings ↓

Privt Buyers slow to buy RE on Mil Bases

Env costs 88 = \$11 Mil } partly due to impressions
95 = \$236 Mil }

Competition or PLEASE is AWAY for re-development
- can't even fill up Please

SEN COHEN

Rebuttal to HBSNY testimony

Document Separator

**COMMISSION REGIONAL HEARING
BOSTON, MA
SATURDAY, JUNE 3, 1995**

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**BOSTON REGIONAL HEARING
JUNE 3, 1995**

COMMISSIONERS ATTENDING:

**Chairman Alan J. Dixon
Commissioner Al Cornella
Commissioner Rebecca Cox
Commissioner J.B. Davis
Commissioner S. Lee Kling
Commissioner Benjamin Montoya
Commissioner Joe Robles
Commissioner Wendi Steele**

STAFF ATTENDING:

**Britta Brackney
Bob Cook
Madelyn Creedon
John Earnhardt
J. Kent Eckles
Antonia Forkin
Chris Goode
Craig Hall
Larry Jackson
Shelley Kestner
Glen Knoepfle
Elizabeth King
Wade Nelson
Wayne Purser
Jim Schufreider
Paul Stilp
Chip Walgren
Alex Yellin**

ITINERARY

Thursday, June 1

**8:00AM ET: Larry Jackson departs DC National en route Boston, MA:
USAir flight 2428.**

**9:31AM ET: Larry Jackson arrives Boston, MA from DC National:
USAir flight 2428.
*Avis Rental Van Confirmation #19845695US2
Phone (800) 331-1212**

12:50PM ET: Glenn Knoepfle departs Scranton/Wilkes-Barre, PA en route Boston, MA:
USAir flight 5348.

1:49PM ET: Al Cornella departs Atlanta, GA en route Boston, MA:
Delta flight 1086.

2:00PM ET: Liz King departs DC National en route Boston, MA:
USAir flight 1417.

2:05PM ET: Glenn Knoepfle arrives Boston, MA from Scranton/
Wilkes-Barre, PA:
USAir flight 5348.

3:26PM ET: Liz King arrives Boston, MA from DC National:
USAir flight 852.
*Avis Rental Van Confirmation #19846133US6
Phone (800) 331-1212

4:00PM ET: Alex Yellin departs DC National en route Boston, MA:
USAir flight 934.

4:38PM ET: Al Cornella arrives Boston, MA from Atlanta, GA:
Delta flight 1086.
*Takes cab to RON.

5:00PM ET: Commissioner and staff depart DC National en route Boston, MA:
USAir flight 1426.
Alan J. Dixon
David Lyles
Wade Nelson

5:30PM ET: Alex Yellin arrives Boston, MA from DC National:
USAir flight 934.
*Takes cab to RON.

5:30PM ET: Commissioners depart Scranton/Wilkes-Barre, PA en route Boston, MA aboard C-12.
Rebecca Cox
J.B. Davis
S. Lee Kling
Wendi Steele

6:29PM ET: Commissioner and staff arrive Boston, MA from DC National:
USAir flight 1426.
Alan J. Dixon
David Lyles
Wade Nelson
*Take cab to RON.

6:30PM ET: Commissioners arrive Boston, MA from
Scranton/Wilkes-Barre, PA aboard C-12.
Rebecca Cox
J.B. Davis
S. Lee Kling
Wendi Steele
*Picked up by Elizabeth King and driven to RON.

7:00PM ET: Wayne Purser departs DC National en route Boston, MA:
USAir flight 130.

8:29PM ET: Wayne Purser arrives Boston, MA from DC National:
USAir flight 130.
*Avis Rental Van Confirmation #19846095US3
Phone (800) 331-1212

RON: **Marriot-Copley Place**
Phone (617) 236-5800

Alan J. Dixon	Confirmation #81045091
Al Cornella	Confirmation #81045254
Rebecca Cox	Confirmation #81045324
S. Lee Kling	Confirmation #81045494
Benjamin Montoya	Confirmation #81045987
Wendi Steele	Confirmation #81046501
J.B. Davis	Confirmation #81045385
Wade Nelson	Confirmation #81049169
Larry Jackson	Confirmation #81048073
David Lyles	Confirmation #81049134
Wayne Purser	Confirmation #81049249
Alex Yellin	Confirmation #81049538
Liz King	Confirmation #81049097

Friday, June 2

5:00AM CT: Joe Robles departs San Antonio, TX en route Pease International
Trade Port-Portsmouth, NH aboard corporate jet.

9:00AM ET: Commission staff departs DC National en route Boston, MA:
USAir flight 2510.
Chris Goode
Shelley Kestner
Paul Stilp
J. Kent Eckles

9:30AM ET: Joe Robles arrives Pease International Trade Port-Portsmouth, NH
from San Antonio, TX aboard corporate jet.
*Phone Trans-Oceanic at (800) 424-0350.
*Picked up and driven to Portsmouth NSY by base personnel.

10:30AM ET: Commission staff arrives Boston, MA from DC National:
USAir flight 2510.
Chris Goode
Shelley Kestner
Paul Stilp
J. Kent Eckles
*Hertz Rental Car (Kent) Confirmation #92810A39C63
Phone (800) 654-3131

3:00PM ET: Commission staff departs DC National en route Boston, MA:
USAir flight 565.
Madelyn Creedon
John Earnhardt
Antonia Forkin
Britta Brackney

4:00PM ET: Commission staff departs DC National en route Boston, MA:
USAir flight 934.
Chip Walgren
Craig Hall

4:29PM ET: Commission staff arrives Boston, MA from DC National:
USAir flight 565.
Madelyn Creedon
John Earnhardt
Antonia Forkin
Britta Brackney
*Take cab to RON.

5:30PM ET: Commission staff arrives Boston, MA from DC National:
 USAir flight 934.
 Chip Walgren
 Craig Hall
 *Takes cab to RON.

6:00PM ET: Jim Schufreider departs DC National en route Boston, MA:
 USAir flight 496.

7:00PM ET: David Lyles departs Boston, MA en route DC National:
 USAir flight 416.
 *Driven to airport by commission staff.

7:00PM ET: Jim Schufreider arrives Boston, MA from DC National:
 USAir flight 496.
 *Takes cab to RON.

7:00PM ET: Bob Cook departs DC National en route Boston, MA:
 USAir flight 130.

8:29PM ET: Bob Cook arrives Boston, MA from DC National:
 USAir flight 130.
 *Takes cab to RON.

8:44PM ET: David Lyles arrives DC National from Boston, MA:
 USAir flight 416.

RON:

**Marriot-Copley Place
 Phone (617) 236-5800**

Alan J. Dixon	Confirmation #81045091
Al Cornella	Confirmation #81045254
Rebecca Cox	Confirmation #81045324
J.B. Davis	Confirmation #81045385
S. Lee Kling	Confirmation #81045494
Benjamin Montoya	Confirmation #81045987
Joe Robles	Confirmation #81045895
Wendi Steele	Confirmation #81046501
Britta Brackney	Confirmation #81046602
Bob Cook	Confirmation #81046828
Madelyn Creedon	Confirmation #81046940
John Earnhardt	Confirmation #81047044
J. Kent Eckles	Confirmation #81047135
Antonia Forkin	Confirmation #81047290
Chris Goode	Confirmation #81047781
Craig Hall	Confirmation #81048020

Larry Jackson	Confirmation #81048073
Shelley Kestner	Confirmation #81048163
Glenn Knoepfle	Confirmation #81049018
Liz King	Confirmation #81049097
Wade Nelson	Confirmation #81049169
Wayne Purser	Confirmation #81049249
Jim Schufreider	Confirmation #81049320
Paul Stilp	Confirmation #81049401
Chip Walgren	Confirmation #81049477
Alex Yellin	Confirmation #81049538

Saturday, June 3

**8:30AM to
1:09PM ET:** **Boston Regional Hearing.**

12:20PM ET: Alan J. Dixon departs Boston, MA en route St. Louis, MO:
TWA flight 173.
*Driven to airport by commission staff.

12:30PM ET: J.B. Davis departs Boston, MA en route Tampa, FL (via
Philadelphia, PA):
USAir flight 258.
*Driven to airport by commission staff.

2:00PM ET: Joe Robles departs Logan Signature Aviation Flight Support,
Boston, MA en route San Antonio, TX aboard corporate jet.
*Phone (617) 569-5260
*Driven to airport by commission staff.

2:20PM CT: Alan J. Dixon arrives St. Louis, MO from Boston, MA:
TWA flight 173.

2:25PM ET: Bob Cook departs Boston, MA en route San Antonio, TX (via D
Dallas, TX):
American flight 619.
*Driven to airport by commission staff.

3:00PM ET: Wendi Steele departs Boston, MA en route Houston, TX (via
Dallas, TX):
Delta flight 273.
*Driven to airport by commission staff.

3:00PM ET: Commissioners and staff depart Boston, MA en route DC National:
USAir flight 534.
Rebecca Cox
Al Cornella
Madelyn Creedon
Craig Hall
Larry Jackson
Wayne Purser
Alex Yellin
Glenn Knoepfle
*Driven to airport by Wayne Purser in rental van.

3:30PM ET: S. Lee Kling departs Boston, MA en route St. Louis, MO:
TWA flight 807.
*Driven to airport by commission staff.

3:30PM ET: Liz King departs Boston, MA en route Philadelphia, PA:
USAir flight 852.
*Returns rental van.

3:30PM ET: Wade Nelson departs Boston, MA en route DC National:
USAir flight 307.
*Driven to airport by commission staff.

4:15PM ET: Liz King arrives Philadelphia, Pa from Boston, MA:
USAir flight 852.

4:30PM CT: Joe Robles arrives San Antonio, TX from Boston, MA aboard
corporate jet.

4:30PM ET: Benjamin Montoya departs Boston, MA en route Albuquerque,
NM (via Mpls/St. Paul):
NW flight 185.

4:30PM ET: Chris Goode departs Boston, MA en route Chicago, IL (via
Philadelphia, PA):
USAir flight 472.
*Driven to airport by commission staff.

4:38PM ET: Commissioners and staff arrive DC National from Boston, MA:
USAir flight 534.
Rebecca Cox
Al Cornella
Madelyn Creedon
Craig Hall
Larry Jackson
Wayne Purser
Alex Yellin
Glenn Knoepfle

4:51PM ET: J.B. Davis arrives Tampa, FL from Boston, MA
(via Philadelphia, PA):
USAir flight 260.

5:08PM ET: Wade Nelson arrives DC National from Boston, MA:
USAir flight 307.

5:27PM ET: S. Lee Kling arrives St. Louis, MO from Boston, MA:
TWA flight 807.

7:00PM ET: Commission staff departs Boston, MA en route DC National:
USAir flight 416.
Britta Brackney
John Earnhardt
Shelley Kestner
Paul Stilp
J. Kent Eckles
*Driven to airport by J. Kent Eckles in rental car.

7:35PM CT: Bob Cook arrives San Antonio, TX from Boston, MA
(via Dallas, TX):
American flight 1309.

8:00PM ET: Chris Goode arrives Chicago, IL from Boston, MA (via
Philadelphia, PA):
USAir flight 758.

8:16PM ET: Wendi Steele arrives Houston, TX from Boston, MA
(via Dallas, TX):
Delta flight 7717.

8:44PM ET: Commission staff arrives DC National from Boston, MA:
USAir flight 416.
Britta Brackney
John Earnhardt
Shelley Kestner
Paul Stilp
J. Kent Eckles

9:38PM ET: Benjamin Montoya arrives Albuquerque, NM from Boston, MA
(via Mpls/St. Paul):
NW flight 625.

Sunday, June 4

2:00PM ET: Jim Schufreider departs Boston, MA en route DC National:
USAir flight 2620.

3:38PM ET: Jim Schufreider arrives DC National from Boston, MA:
USAir flight 2620.

7:00PM ET: Commission staff departs Boston, MA en route DC National:
USAir flight 416.
Antonia Forkin
Chip Walgren

8:44PM ET: Commission staff arrives DC National from Boston, MA:
USAir flight 416.
Antonia Forkin
Chip Walgren

**BOSTON, MA REGIONAL HEARING
JUNE 3, 1995**

FACT SHEET

COMMISSIONERS ATTENDING:

**Chairman Alan J. Dixon
Commissioner Al Cornella
Commissioner Rebecca Cox
Commissioner J.B. Davis
Commissioner S. Lee Kling
Commissioner Benjamin Montoya
Commissioner Joe Robles
Commissioner Wendi Steele**

STAFF ATTENDING:

**Britta Brackney
Bob Cook
Madelyn Creedon
John Earnhardt
J. Kent Eckles
Antonia Forkin
Chris Goode
Larry Jackson
Shelley Kestner
Glen Knoepfle
Elizabeth King
Wade Nelson
Wayne Purser
Jim Schufreider
Paul Stip
Chip Walgren
Alex Yellin**

HEARING LOCATION:

**The John F. Kennedy Library
Columbia Point
Boston, MA
Phone (617) 929-4552**

HEARING ROOM:

Smith Conference Center

CAPACITY:

500

HOLDING ROOM:

Located behind stage

STENOGRAPHER:

**Ms. Robin Gross
Doris O. Wong Associates, Inc.
50 Franklin Street
Boston, MA 02110
Phone (617) 598-1048
Fax (617) 482-7813**

SIGNERS:

**Sign Language Associates
Point of Contact-Karen Crawford
Phone (301) 495-2405**

LUNCH:

NONE

RON:

**Marriot-Copley Place
110 Huntington Avenue
Boston, MA 02116
Phone (617) 236-5800**

POINTS OF CONTACT

1. Mr. Scott Ferson
Press Secretary
Office of Senator Ted Kennedy
Boston, MA
Phone (617) 565-3170
Fax (617) 565-3183

2. Mr. Chris Mueller
Office of Governor George Pataki
State of New York
Phone (202) 434-7100
Fax (202) 434-7100

3. Mr. Glen Thomas
Office of Governor Tom Ridge
State of Pennsylvania
Phone (717) 772-9022

4. Mr. Dale Gerry
Office of Senator Cohen
State of Maine
Phone (202) 224-2523
Fax (202) 224-2693

COMMISSIONER'S ITINERARIES

CHAIRMAN ALAN J. DIXON

Arrives June 1 at 6:29pm from DC National on USAir flight 1426

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 12:20pm for St. Louis on TWA flight 173

COMMISSIONER AL CORNELLA

Arrives June 1 at 4:25pm from Atlanta on Delta flight 1086

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:00pm for DC National on USAir flight 534

COMMISSIONER REBECCA COX

Arrives June 1 at 7:00pm from Scranton/Wilkes-Barre, PA aboard C-21

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:00pm for DC National on USAir flight 534

COMMISSIONER J.B. DAVIS

Arrives June 1 at 7:00pm from Scranton/Wilkes-Barre, PA aboard C-21

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 12:30pm for Tampa on USAir flight 258

COMMISSIONER S. LEE KLING

Arrives June 1 at 7:00pm from Scranton/Wilkes-Barre, PA aboard C-21

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:30pm for St. Louis on TWA flight 807

COMMISSIONER BENJAMIN MONTOYA

Arrives June 1 at 8:57pm from Albuquerque on TWA flight 150

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 4:30pm for Albuquerque on NW flight 185

COMMISSIONER JOE ROBLES

Arrives June 2 at 9:30am from San Antonio aboard corporate jet

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 2:00pm for San Antonio, TX aboard corporate jet

COMMISSIONER WENDI STEELE

Arrives June 1 at 7:00pm from Scranton/Wilkes-Barre, PA aboard C-21

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:00pm for Houston on Delta flight 273

STAFF ITINERARIES

BRITTA BRACKNEY

Arrives June 2 at 4:29pm from DC National on USAir flight 565

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 7:00pm for DC National on USAir flight 416

BOB COOK

Arrives June 2 at 8:29pm from DC National on USAir flight 130

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 2:25pm for San Antonio on American flight 619

MADELYN CREEDON

Arrives June 2 at 4:29pm from DC National on USAir flight 565

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:00pm for DC National on USAir flight 534

JOHN EARNHARDT

Arrives June 2 at 4:29pm from DC National on USAir flight 565

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 7:00pm for DC National on USAir flight 416

J. KENT ECKLES

Arrives June 2 at 10:30am from DC National on USAir flight 2510

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 7:00pm for DC National on USAir flight 416

ANTONIA FORKIN

Arrives June 2 at 4:29pm from DC National on USAir flight 565

RON: Marriot-Copley Place

(617) 236-5800

Departs June 4 at 7:00pm for DC National on USAir flight 416

CHRIS GOODE

Arrives June 2 at 10:30am from DC National on USAir flight 2510

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 4:30pm for Chicago on USAir flight 472

CRAIG HALL

Arrives June 2 at 5:30pm from DC National on USAir flight 934

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:00pm for DC National on USAir flight 534

LARRY JACKSON

Arrives June 1 at 9:31am from DC National on USAir flight 2428

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:00pm for DC National on USAir flight 534

SHELLEY KESTNER

Arrives June 2 at 10:30am from DC National on USAir flight 2510

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 7:00pm for DC National on USAir flight 416

LIZ KING

Arrives June 1 at 3:26pm from DC National on USAir flight 1417

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:30pm for Philadelphia, PA on USAir flight 852

GLEN KNOEPFLE

Arrives June 2 at 2:05pm from Scranton/Wilkes-Barre on USAir flight 5348

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:00pm for DC National on USAir flight 534

WADE NELSON

Arrives June 1 at 6:29pm from DC National on USAir flight 1426

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:30pm for DC National on USAir flight 307

WAYNE PURSER

Arrives June 1 at 8:29pm from DC National on USAir flight 130

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:00pm for DC National on USAir flight 534

PAUL STILP

Arrives June 2 at 10:30am from DC National on USAir flight 2510

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 7:00pm for DC National on USAir flight 416

JIM SCHUFREIDER

Arrives June 2 at 7:27pm from DC National on USAir flight 496

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 2:00pm for DC National on USAir flight 2620

CHIP WALGREN

Arrives June 2 at 5:30pm from DC National on USAir flight 934

RON: Marriot-Copley Place

(617) 236-5800

Departs June 4 at 7:00pm for DC National on USAir flight 416

ALEX YELLIN

Arrives June 1 at 5:30pm from DC National on USAir flight 934

RON: Marriot-Copley Place

(617) 236-5800

Departs June 3 at 3:00pm for DC National on USAir flight 534

HOTEL ACCOMMODATIONS

Marriot-Copley Place
110 Huntington Avenue
Boston, MA 02116
Phone (617) 236-5800

<u>Traveler</u>	<u>Check-in</u>	<u>Check-out</u>	<u>Confirmation #</u>
Commissioner Alan J. Dixon	June 1	June 3	81045091
Commissioner Al Cornella	June 1	June 3	81045254
Commissioner Rebecca Cox	June 1	June 3	81045324
Commissioner J.B. Davis	June 1	June 3	81045385
Commissioner S. Lee Kling	June 1	June 3	81045494
Commissioner Benjamin Montoya	June 1	June 3	81045987
Commissioner Joe Robles	June 2	June 3	81045895
Commissioner Wendi Steele	June 1	June 3	81046501
Britta Brackney	June 2	June 3	81046602
Bob Cook	June 2	June 3	81046828
Madelyn Creedon	June 2	June 3	81046940
John Earnhardt	June 2	June 3	81047044
J. Kent Eckles	June 2	June 3	81047135
Antonia Forkin	June 2	June 3	81047289
Chris Goode	June 2	June 3	81047781
Craig Hall	June 2	June 3	81048020
Larry Jackson	June 1	June 3	81048073
Shelley Kestner	June 1	June 3	81048163
Glen Knoepfle	June 2	June 3	81049018
Liz King	June 1	June 3	81049097
David Lyles	June 1	June 2	81049134
Wade Nelson	June 1	June 3	81049169
Wayne Purser	June 1	June 3	81049249
Jim Schufreider	June 2	June 3	81049320
Paul Stilp	June 2	June 3	81049401
Chip Walgren	June 2	June 3	81049477
Alex Yellin	June 1	June 3	81049538

STAFF ASSIGNMENT SHEET

Advance on site check.....Kent

Signage.....Kent
Reserved seating (witnesses, press, staff only)
Base Closure Hearing Directional Signs

Dais setting.....Kent
Nameplates and gavel
Pad, pencil, highlighter, post-its etc.
Beverages

Testimony collection.....Toni

Timekeeper.....Chris

VIP Greeter.....Chip

General Runner.....Toni/Britta

Computer Technician.....Paul

Final site sweep.....Kent

Thank you letters.....Kent

SCHEDULE FOR REGIONAL HEARING

BOSTON, MA

June 3, 1995

8:30AM - 8:40AM	OPENING REMARKS	
8:40AM - 9:40AM	MAINE	60 MINUTES
9:40AM - 9:45AM	BREAK	
9:45AM - 10:05AM	PUBLIC COMMENT: MAINE	
10:05AM - 10:15AM	BREAK	
10:15AM - 12:00PM	PENNSYLVANIA	105 MINUTES
12:00PM - 12:05PM	BREAK	
12:05PM - 12:30PM	NEW YORK	25 MINUTES
12:30PM - 12:35PM	BREAK	
12:35PM - 1:09PM	PUBLIC COMMENT: PENNSYLVANIA, NEW YORK	

IMPORTANT PHONE NUMBERS

RON:

Marriot-Copley Place
110 Huntington Avenue
Boston, MA 02116
Phone (617) 236-5800

AIRLINES:

American (800) 433-7300
Continental (800) 525-0280
Delta (800) 221-1212
Northwest (800) 225-2525
TWA (800) 221-2000
United (800) 241-6522
USAir (800) 428-4322

RENTAL CAR COMPANIES:

Avis Rent-A-Car (800) 331-1212
Budget Rent-A-Car (800) 527-0700
Dollar Rent-A-Car (800) 800-4000
Hertz Rent-A-Car (800) 654-3131
National Car Rental (800) 328-4567
Thrifty Car Rental (800) 367-2277

DIRECTIONS

TO HOTEL (Marriot-Copley Place) FROM AIRPORT:

**Follow signs for the Sumner Tunnel.
After exiting the Sumner Tunnel, follow signs toward 93 North.
Take Exit #26 - Storrow Drive.
Follow Storrow Drive WEST for 1/2 mile.
Take Copley Square exit off of Storrow Drive (left hand exit).
Turn right at lights onto Beacon Street.
Go straight for four blocks and turn left onto Exeter Street.
After six sets of traffic lights, street ends at Huntington Avenue.
Hotel is directly across the street.
Follow signs for Marriot Parking.**

TO HEARING LOCATION (JFK Library) FROM AIRPORT:

**Follow airport exit signs.
Go north 1/2 mile to Sumner Tunnel.
Continue 1 mile to I-93/Highway 3 South, turn right.
Go 1 block north, turn left, bear left.
Go 3 miles south to JFK Library/Columbia.
Continue .2 mile to Morrissey Blvd, turn right.
Go 1/2 mile and JFK Library is on your left.**

TO HEARING LOCATION (JFK Library) FROM HOTEL:

By Car:

**Leaving the Copley Place Parking Garage
Take a left onto Huntington Avenue
Follow approximately 6 blocks until Massachusetts Avenue and take a left
Follow another approximate 6 blocks to signs for I-93 South
Take exit 15 off 93 South
Follow signs to JFK Library**

By Subway (85 cents):

**Walk straight through Copley Place Mall (connected to hotel)
At Neiman Macus, go down escalator and cross street to Back Bay Station
Take Orange Line to "Down-Town Crossing" Stop
At this stop, change to the Red Line headed toward Ashmont
Take to the UMass/JFK Library Stop
There is a shuttle to the library outside this train station**

Document Separator

May 1995

PORTSMOUTH NAVAL SHIPYARD

COBRA ANALYSIS

TABLE OF CONTENTS

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Tab B	BSEC BRAC-95 COBRA Summary & Input Data Reports
Tab C	BSEC BRAC-93 COBRA Summary & Input Data Reports
Tab D	Portsmouth BRAC-95 COBRA Summary & Input Data Reports
Tab E	Analysis of COBRA Data
Tab F	Norfolk NSY - BRAC-93 COBRA

Document Separator



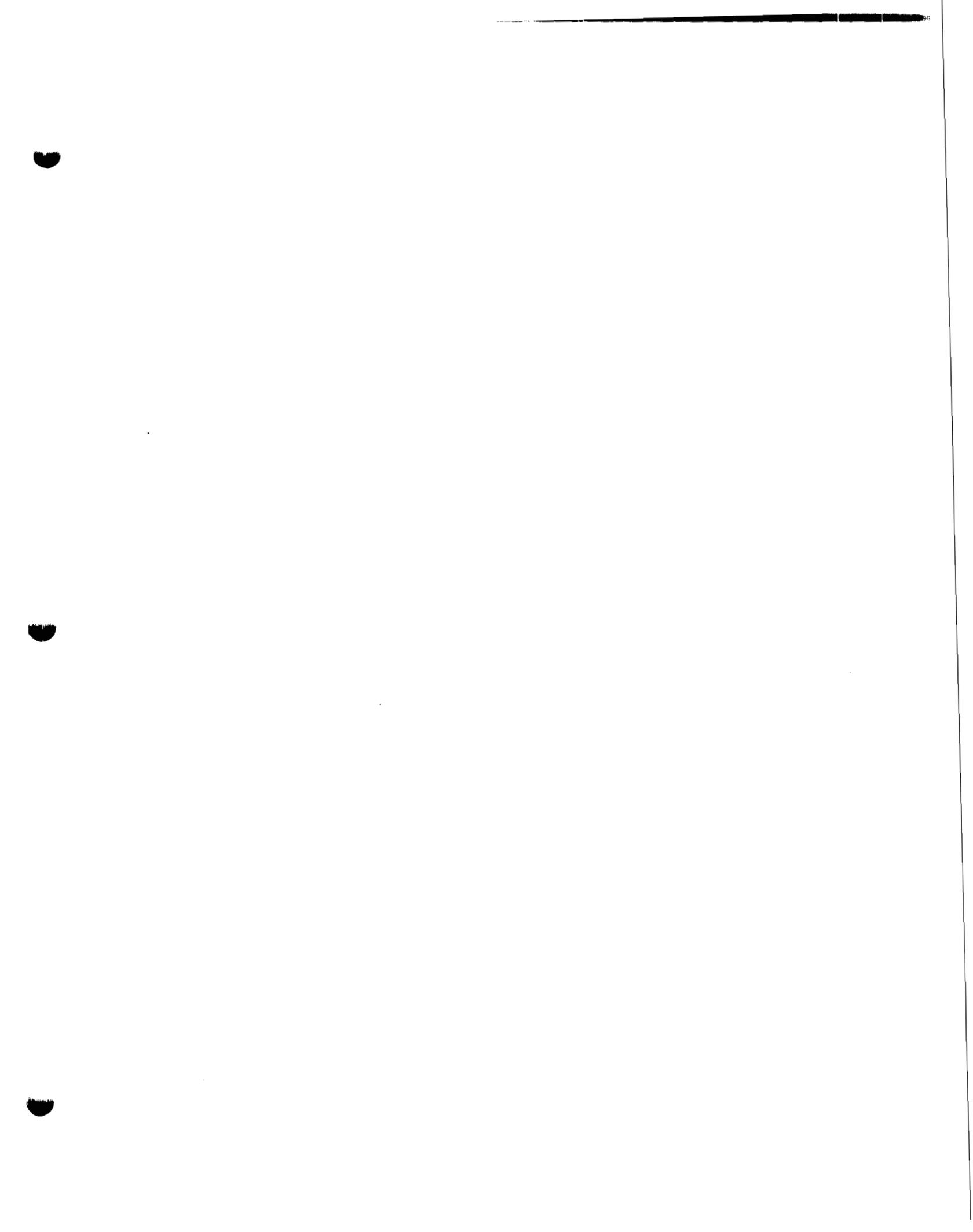
COST OF BASE REALIGNMENT ACTIONS (COBRA)

PORTSMOUTH NAVAL SHIPYARD SUMMARY

The COBRA model as run by the Navy for Portsmouth Naval Shipyard is not accurate. As run, COBRA results demonstrate a very large cost savings of \$2.3B over twenty years. This is not an accurate presentation of the cost to close Portsmouth Naval Shipyard. While the COBRA logic and algorithms are valid, much of the input data used in the Portsmouth Naval Shipyard version is flawed. We are providing COBRA reports using more accurate closure data, including explanations wherever we recommend a change.

The structure of the COBRA model guarantees significant savings in all cases of activity closure (vice realignment). The inaccurate data Navy used for Portsmouth drove the figure over \$2 Billion. Large savings primarily result from personnel and facilities eliminations. This also means that the larger the activity, the greater the expected savings, and the earlier the closure, the greater the savings. The idea of saving \$2.3B by closing Portsmouth is attractive to some, but is drawing attention primarily because the model has actually been run and is available for consideration. If the objective is to save money, models should be run and closures considered on larger activities which will generate even greater savings. Another reason the savings is attractive is the significance of the amount in relation to BRAC 93 savings. \$2.3B is highly attractive considering the entire BRAC 93 process for Navy projects estimated savings of only \$8.5B. It must be noted that estimated savings for individual activities are vastly inflated in BRAC 95 relative to BRAC 93. For Portsmouth Naval Shipyard in BRAC 93, savings from closure were estimated at \$687M compared to \$2.3B in 95. This is due to two factors: (1) The COBRA model is different, and (2) the methodology used by Navy analysts to develop input data for industrial activities is different. For example, in BRAC 93 the method used to transfer work moved most of the **positions** from Portsmouth Naval Shipyard to other activities. In BRAC 95, Navy only moved direct workyears to other activities. Direct workyears represent less than half of the **positions** at Portsmouth Naval Shipyard, and cannot be moved without the accompanying indirect and leave components. Most positions were eliminated in the scenario, resulting in dramatic inaccurate long-term savings.

The revised data significantly reduces the expected savings due to many data changes. The largest impact is in the categories of positions eliminated with no salary savings, and mission savings. In developing accurate data, we have taken a conservative approach and have not included items where closure costs might be considered questionably high or savings unrealistically minimized.



Department : US NAVY
 Action Package : NSYD PORTSMOUTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIM7\NSYD011R.CBRP
 Std Fctrs File : P:\COBRA\NSYD00P.SFF

Starting Year : 1996
 Final Year : 1998
 ROI Year : Immediate

NPV in 2015(\$K): -2,307,689
 1-Time Cost(\$K): 100,800

Net Costs (\$K) Constant Dollars	1996		1997		1998		1999		2000		2001		Total	Beyond
	1996	1997	1998	1999	2000	2001	Total	Beyond						
MilCon	1,495	18,010	0	-13,750	0	0	5,715	0						0
Person	-230	-45,481	-105,775	-113,518	-113,518	-113,518	-492,045	-113,518						-113,518
Overhd	5,525	-6,615	-21,361	-36,383	-36,383	-36,383	-131,602	-36,383						-36,383
Moving	58	21,277	23,196	0	0	0	44,530	0						0
Missio	571	-9,680	-84,160	-88,947	-153,065	0	-335,281	0						0
Other	142	-2,808	628	-5,375	0	0	-7,413	0						0
TOTAL	7,521	-25,298	-187,476	-237,973	-302,966	-149,901	-916,094	-149,901						

	1996	1997	1998	1999	2000	2001	Total	Beyond
POSITIONS ELIMINATED								
Off	1	4	41	0	0	0	46	
Enl	2	0	29	0	0	0	31	
Civ	6	1,901	91	0	0	0	1,998	
TOT	9	1,905	161	0	0	0	2,075	
POSITIONS REALIGNED								
Off	0	0	19	0	0	0	19	
Enl	0	3	58	0	0	0	61	
Stu	0	0	0	0	0	0	0	
Civ	0	3	334	0	0	0	337	
TOT	0	6	411	0	0	0	417	

Summary:

CLOSES NSYD PORTSMOUTH (SEP '98) / LAST WORKLOAD OCT '97
 "SUBHEPP" FUNCTIONS TO NORFOLK NSYD
 1615 POSITIONS ELIMINATED / NO SALARY SAVINGS
 Scenario common for 011, 013, 063 and 064.

SCENARIO 011

COBRA REALIGNMENT SUMMARY (COBRA v5.08) - Page 2/2
 Date As of 18:41 11/27/1996, Report Created 12:33 02/26/1995

Department : US NAVY
 Option Package : NSYD POKISMOOTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIMZ\PKST011R.CBR
 Std Fctrs File : P:\COBRA\N95DBQP.SFF

Costs (\$K) Constant Dollars	1996						Total	Beyond
	1996	1997	1998	1999	2000	2001		
Milcon	2,027	18,010	0	0	0	0	20,037	0
Person	12	7,167	3,591	395	395	395	11,957	395
Overhd	5,568	6,701	6,455	7,516	1,616	1,616	28,573	1,616
Moving	54	21,282	23,265	0	0	0	44,602	0
Missio	571	0	0	0	0	0	571	0
Other	142	2,569	4,002	0	0	0	8,715	0
TOTAL	8,377	55,728	39,315	2,012	2,012	2,012	109,456	2,012

Savings (\$K) Constant Dollars	1996						Total	Beyond
	1996	1997	1998	1999	2000	2001		
Milcon	572	0	0	13,750	0	0	14,322	0
Person	242	52,649	109,370	113,913	113,913	113,913	506,001	113,913
Overhd	43	13,316	27,817	37,999	37,999	37,999	155,175	37,999
Moving	0	3	69	0	0	0	72	0
Missio	0	9,580	84,160	88,947	133,065	0	395,852	0
Other	0	5,378	5,375	5,375	0	0	16,128	0
TOTAL	857	81,026	226,791	259,985	304,978	151,913	1,025,550	151,913

INPUT DATA REPORT (COBRA v5.08)

Data As Of 18:41 11/27/1994, Report Created 12:33 02/24/1995

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIM2\PNSY011R.CBR
 Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: Yes

Base Name	Strategy:
NSYD PORTSMOUTH, NH	Closes in FY 1990
NSYD PUGET SOUND, WA	Realignment
NSYD NORFOLK etal, VA	Realignment
LEASED SPACE-BOSTON, MA	Realignment
NTC GREAT LAKES, IL	Realignment
NDW WASHINGTON, DC	Realignment
NAVMECEN PORTSMOUTH, VA	Realignment
NAS BRUNSWICK, ME	Realignment
NSYD PEARL HARBOR, HI	Realignment

Summary:

CLOSES NSYD PORTSMOUTH (SEP '98) / LAST WORKLOAD OCT '97
 "SUBMEPP" FUNCTIONS TO NORFOLK NSYD
 1615 POSITIONS ELIMINATED / NO SALARY SAVINGS
 Scenario common for 011, 013, 083 and 084.

SCENARIO 011

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
NSYD PORTSMOUTH, NH	NSYD PUGET SOUND, WA	179 mi
NSYD PORTSMOUTH, NH	NSYD NORFOLK etal, VA	612 mi
NSYD PORTSMOUTH, NH	LEASED SPACE-BOSTON, MA	68 mi
NSYD PORTSMOUTH, NH	NTC GREAT LAKES, IL	1,057 mi
NSYD PORTSMOUTH, NH	NDW WASHINGTON, DC	723 mi
NSYD PORTSMOUTH, NH	NAVMECEN PORTSMOUTH, VA	614 mi
NSYD PORTSMOUTH, NH	NAS BRUNSWICK, ME	74 mi
NSYD PORTSMOUTH, NH	NSYD PEARL HARBOR, HI	5,639 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NSYD PORTSMOUTH, NH to NSYD PUGET SOUND, WA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	9	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	30	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIM2\PNYSY011R.CBR
 Std Fctrs File : P:\COBRA\N95DB0F.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NSYD PORTSMOUTH, NH to NSYD NORFOLK etal, VA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	3	0	0	0
Enlisted Positions:	0	3	4	0	0	0
Civilian Positions:	0	3	283	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	14,744	0	0	0
Suppt Eqpt (tons):	0	0	400	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSYD PORTSMOUTH, NH to LEASED SPACE-BOSTON, MA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	2	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSYD PORTSMOUTH, NH to NTC GREAT LAKES, IL

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	8	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSYD PORTSMOUTH, NH to NDW WASHINGTON, DC

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	4	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIM2\PNSY011R.CBR
 Std Fctrs File : P:\COBRA\N950BOF.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NSYD PORTSMOUTH, NH to NAVMEDCEN PORTSMOUTH, VA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	16	0	0	0
Enlisted Positions:	0	0	46	0	0	0
Civilian Positions:	0	0	30	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSYD PORTSMOUTH, NH to NAS BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	6	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	10	0	0	0
Suppt Eqpt (tons):	0	0	3	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NSYD PORTSMOUTH, NH

Total Officer Employees:	68	RPMA Non-Payroll (\$K/Year):	12,194
Total Enlisted Employees:	99	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	28,736
Total Civilian Employees:	4,516	BOS Payroll (\$K/Year):	34,645
Mil Families Living On Base:	73.0%	Family Housing (\$K/Year):	537
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.06
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	3,384	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	199	Activity Code:	00102
Enlisted VHA (\$/Month):	166		
Per Diem Rate (\$/Day):	87	Homeowner Assistance Program:	Yes
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NSYD PUGET SOUND, WA

Total Officer Employees:	619	RPMA Non-Payroll (\$K/Year):	13,338
Total Enlisted Employees:	9,053	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	42,276
Total Civilian Employees:	9,634	BOS Payroll (\$K/Year):	69,069
Mil Families Living On Base:	20.0%	Family Housing (\$K/Year):	103
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.17
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	4,635	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	192	Activity Code:	00251
Enlisted VHA (\$/Month):	161		
Per Diem Rate (\$/Day):	73	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIM2\PNSY011R.CBR
 Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NSYD NORFOLK etal, VA

Total Officer Employees:	75	RPMA Non-Payroll (\$K/Year):	24,057
Total Enlisted Employees:	106	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	68,753
Total Civilian Employees:	8,952	BOS Payroll (\$K/Year):	62,001
Mil Families Living On Base:	10.0%	Family Housing (\$K/Year):	71
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	7,761	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	222	Activity Code:	00181
Enlisted VHA (\$/Month):	138		
Per Diem Rate (\$/Day):	104	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: LEASED SPACE-BOSTON, MA

Total Officer Employees:	2	RPMA Non-Payroll (\$K/Year):	0
Total Enlisted Employees:	0	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	0
Total Civilian Employees:	0	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	0.0%	Family Housing (\$K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.28
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	0	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	367	Activity Code:	LOCLMA
Enlisted VHA (\$/Month):	280		
Per Diem Rate (\$/Day):	139	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NTC GREAT LAKES, IL

Total Officer Employees:	193	RPMA Non-Payroll (\$K/Year):	12,590
Total Enlisted Employees:	2,372	Communications (\$K/Year):	0
Total Student Employees:	4,711	BOS Non-Payroll (\$K/Year):	38,153
Total Civilian Employees:	893	BOS Payroll (\$K/Year):	34,092
Mil Families Living On Base:	69.0%	Family Housing (\$K/Year):	1,401
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.19
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	7,435	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	360	Activity Code:	00210
Enlisted VHA (\$/Month):	176		
Per Diem Rate (\$/Day):	142	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NDW WASHINGTON, DC

Total Officer Employees:	464	RPMA Non-Payroll (\$K/Year):	15,886
Total Enlisted Employees:	881	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	79,860
Total Civilian Employees:	3,878	BOS Payroll (\$K/Year):	47,759
Mil Families Living On Base:	11.0%	Family Housing (\$K/Year):	5
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.03
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	3,884	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	462	Activity Code:	NCISHQ
Enlisted VHA (\$/Month):	316		
Per Diem Rate (\$/Day):	151	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIM2\PNSY011R.CBR
 Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NAVMEDCEN PORTSMOUTH, VA

Total Officer Employees:	893	RPMA Non-Payroll (\$K/Year):	4,728
Total Enlisted Employees:	1,547	Communications (\$K/Year):	0
Total Student Employees:	183	BOS Non-Payroll (\$K/Year):	12,119
Total Civilian Employees:	1,376	BOS Payroll (\$K/Year):	10,600
Mil Families Living On Base:	10.0%	Family Housing (\$K/Year):	884
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	1,743	CHAMPUS Shift to Medicare:	22.0%
Officer VHA (\$/Month):	222	Activity Code:	00183
Enlisted VHA (\$/Month):	138	Homeowner Assistance Program:	No
Per Diem Rate (\$/Day):	104	Unique Activity Information:	No
Freight Cost (\$/Ton/Mile):	0.07		

Name: NAS BRUNSWICK, ME

Total Officer Employees:	350	RPMA Non-Payroll (\$K/Year):	3,416
Total Enlisted Employees:	1,973	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	12,752
Total Civilian Employees:	375	BOS Payroll (\$K/Year):	21,881
Mil Families Living On Base:	34.0%	Family Housing (\$K/Year):	434
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.89
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	1,524	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	143	Activity Code:	60087
Enlisted VHA (\$/Month):	165	Homeowner Assistance Program:	No
Per Diem Rate (\$/Day):	83	Unique Activity Information:	No
Freight Cost (\$/Ton/Mile):	0.07		

Name: NSYD PEARL HARBOR, HI

Total Officer Employees:	95	RPMA Non-Payroll (\$K/Year):	14,139
Total Enlisted Employees:	350	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	35,095
Total Civilian Employees:	4,531	BOS Payroll (\$K/Year):	50,723
Mil Families Living On Base:	78.0%	Family Housing (\$K/Year):	279
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.80
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	3,533	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	679	Activity Code:	00311
Enlisted VHA (\$/Month):	554	Homeowner Assistance Program:	No
Per Diem Rate (\$/Day):	167	Unique Activity Information:	No
Freight Cost (\$/Ton/Mile):	0.07		

Department : US NAVY
 Option Package : NSYD PORTSMOUTH D11R
 Scenario File : P:\COBRA\PRELIM\PRELIM2\PNSYD11R.CBR
 Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NSYD PORTSMOUTH, NH

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	25	0	1,767	0	0	0
1-Time Unique Save (\$K):	0	378	375	375	0	0
1-Time Moving Cost (\$K):	0	214	124	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	571	0	0	0	0	0
Activ Mission Save (\$K):	0	9,680	84,160	88,947	153,065	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	25	25	67	67	67
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	572	0	0	13,750	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	5,000	5,000	5,000	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	3,384					100.0%
						Perc Family Housing ShutDown:

Name: NSYD PUGET SOUND, WA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	233	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
						Perc Family Housing ShutDown:

Name: NSYD NORFOLK etal, VA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	407	2,581	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	50	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
						Perc Family Housing ShutDown:

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIM2\PNSYD011R.CBR
 Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: LEASED SPACE-BOSTON, MA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: NTC GREAT LAKES, IL

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: NDW WASHINGTON, DC

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIM2\PNSYD011R.CBR
 Std Fctrs File : P:\COBRA\NSYD011R.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NAVMEDCEN PORTSMOUTH, VA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
		Perc Family Housing ShutDown:				

Name: NAS BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
		Perc Family Housing ShutDown:				

Name: NSYD PEARL HARBOR, HI

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	111	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
		Perc Family Housing ShutDown:				

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIM2\PNSY011R.CBR
 Std Fctrs File : P:\COBRA\N95DBOF.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: NSYD PORTSMOUTH, NH

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	-3	0	0	0	0	0
Enl Force Struc Change:	-7	0	0	0	0	0
Civ Force Struc Change:	-566	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	-1	-4	-41	0	0	0
Enl Scenario Change:	-2	0	-29	0	0	0
Civ Scenario Change:	-6	-1,901	-91	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	-524	-1,091	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: NSYD NORFOLK etal, VA

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
FUNCT. XFER	SHPYD	30,100	51,330	0
PNSY: FUNCTIONAL WORKLOAD XFER AND PLANNING YARD				
"SUBMEPP" ADMIN	ADMIN	31,941	0	0
PNSY/SUBMEPP: MAIN OFF WITH LAN				
"SUBMEPP" SUPP/STOR.	STORA	1,850	0	0
PNSY/SUBMEPP: STORAGE/SUPPLIES				
"SUBMEPP" DATA CTR	ADMIN	3,000	0	0
PNSY/SUBMEPP: COMPUTER/DATA CTR				

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	71.70%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	60.10%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	98.00%	PPS Actions Involving PCS:	50.00%
Officer Salary(\$/Year):	76,781.00	Civilian PCS Costs (\$):	28,800.00
Off BAQ with Dependents(\$):	7,925.00	Civilian New Hire Cost(\$):	0.00
Enlisted Salary(\$/Year):	33,178.00	Nat Median Home Price(\$):	114,600.00
Enl BAQ with Dependents(\$):	5,251.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost(\$/Week):	174.00	Max Home Sale Reimburs(\$):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary(\$/Year):	54,694.00	Max Home Purch Reimburs(\$):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	NAVY DBOF BRAC95	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	75.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)			
Program Management Factor:	10.00%	MilCon Design Rate:	9.00%
Caretaker Admin(SF/Care):	162.00	MilCon SIOH Rate:	6.00%
Mothball Cost (\$/SF):	1.25	MilCon Contingency Plan Rate:	5.00%
Avg Bachelor Quarters(SF):	294.00	MilCon Site Preparation Rate:	39.00%
Avg Family Quarters(SF):	1.00	Discount Rate for NPV.RPT/ROI:	2.75%
APPDET.RPT Inflation Rates:		Inflation Rate for NPV.RPT/ROI:	0.00%
1996: 0.00%	1997: 2.90%	1998: 3.00%	1999: 3.00%
			2000: 3.00%
			2001: 3.00%

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : P:\COBRA\PRELIM\PRELIM2\PNSYD011R.CBR
 Std Fctrs File : P:\COBRA\N95DBOF.SFF

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate(\$/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle(\$/Mile):	0.31
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle(\$/Mile):	3.38
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement(\$/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.17
Total HHG Cost (\$/100Lb):	35.00	Routine PCS(\$/Pers/Tour):	3,763.00
Air Transport (\$/Pass Mile):	0.20	One-Time Off PCS Cost(\$):	4,527.00
Misc Exp (\$/Direct Employ):	700.00	One-Time Enl PCS Cost(\$):	1,403.00

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	\$/UM	Category	UM	\$/UM
Horizontal	(SY)	61	Optional Category A	()	0
Waterfront	(LF)	10,350	Optional Category B	()	0
Air Operations	(SF)	122	Optional Category C	()	0
Operational	(SF)	111	Optional Category D	()	0
Administrative	(SF)	123	Optional Category E	()	0
School Buildings	(SF)	108	Optional Category F	()	0
Maintenance Shops	(SF)	102	Optional Category G	()	0
Bachelor Quarters	(SF)	96	Optional Category H	()	0
Family Quarters	(EA)	78,750	Optional Category I	()	0
Covered Storage	(SF)	94	Optional Category J	()	0
Dining Facilities	(SF)	165	Optional Category K	()	0
Recreation Facilities	(SF)	120	Optional Category L	()	0
Communications Facil	(SF)	165	Optional Category M	()	0
Shipyard Maintenance	(SF)	129	Optional Category N	()	0
RDT & E Facilities	(SF)	160	Optional Category O	()	0
POL Storage	(BL)	12	Optional Category P	()	0
Ammunition Storage	(SF)	160	Optional Category Q	()	0
Medical Facilities	(SF)	168	Optional Category R	()	0
Environmental	()	0			



COBRA REALIGNMENT SUMMARY (COBRA v4.04)

Data As Of 17:24 06/18/1993, Report Created 17:26 06/18/1993

Group :
 Service : NAVY
 Option Package : XSYPORT

Starting Year : 1994
 Break Even Year: 1997 (Year 4)
 ROI Year : Immediate

Option NPV in 2013 (\$K) :-687,008
 Total One-Time Cost (\$K) : 134,238

Net Costs (\$K) Constant Dollars

	1994	1995	1996	1997	1998	1999	Beyond
Misn	0	0	0	0	-25	-25	-25
Pers	-5,304	-16,290	-27,276	-38,552	-44,622	-44,622	-44,622
Ovhd	3,857	-6,133	-14,490	-26,615	-33,155	-33,155	-33,155
Cons	80,025	10,894	14,260	-10,000	0	0	0
Movg	464	231	1,441	14,763	0	0	0
Othr	-7,952	-9,996	-27,126	15,832	-31,278	-7,425	-8,000
TOT	71,089	-21,293	-53,191	-44,572	-109,080	-85,227	-85,802

	1994	1995	1996	1997	1998	1999	TOTAL
FORCE STRUCTURE REDUCTIONS							
Officers	2	0	0	0	0	0	2
Enlisted	2	0	0	0	0	0	2
Civilian	347	0	0	0	0	0	347
POSITIONS ELIMINATED							
Officers	10	10	10	21	0	0	51
Enlisted	7	7	7	16	0	0	37
Civilian	205	206	205	206	0	0	822
PERSONNEL REALIGNMENTS							
Officers	8	0	0	10	0	0	18
Enlisted	26	0	0	22	0	0	48
Students	0	0	0	0	0	0	0
TOT MIL	34	0	0	32	0	0	66
Civilian	1,024	992	992	992	0	0	4,000
TOTAL	1,058	992	992	1,024	0	0	4,066

Summary:

 CLOSE NSY PORTSMOUTH
 COMBINED CBC AND NPB INTO BASE X

Costs (\$K)	Constant Dollars						
	1994	1995	1996	1997	1998	1999	Beyond
Misn	0	0	0	0	0	0	0
Pers	137	137	137	284	284	284	284
Ovhd	3,857	-6,133	-14,490	-26,615	-33,155	-33,155	-33,155
Cons	84,805	10,894	14,260	0	0	0	0
Movg	483	231	1,441	14,781	0	0	0
Othr	3,153	2,604	-19,126	23,832	-23,278	575	0
TOT	92,436	7,734	-17,778	12,282	-56,150	-32,297	-32,872

Savings (\$K)	Constant Dollars						
	1994	1995	1996	1997	1998	1999	Beyond
Misn	0	0	0	0	25	25	25
Pers	5,442	16,427	27,413	38,836	44,905	44,905	44,905
Ovhd	0	0	0	0	0	0	0
Cons	4,780	0	0	10,000	0	0	0
Movg	19	0	0	18	0	0	0
Othr	11,106	12,600	8,000	8,000	8,000	8,000	8,000
TOT	21,346	29,027	35,413	56,854	52,930	52,930	52,930

INPUT SCREEN ONE - GENERAL SCENARIO (COBRA v4.04)

Data As Of 17:24 06/18/1993, Report Created 17:26 06/18/1993

Group :
Service : NAVY
Option Package : XSYPORT

Model Year One : FY 1994

Model does Time-Phasing of Construction/Shutdown: Yes

Base Name	Strategy:
-----	-----
NSYD Portsmouth NH, NH	Closes in 1997
WORKLOAD XFER	Realignment
NAS Brunswick, ME	Realignment
NORTHDIV NAVFAC, PA	Realignment
MCAS Cherry Point, NC	Realignment
NMCRC MANCH NH, NH	Realignment
SUBASE New London, CT	Realignment
NAVSTA Norfolk, VA	Realignment
BASE X, CA	Realignment

Summary:
CLOSE NSY PORTSMOUTH
COMBINED CBC AND NPB INTO BASE X

From Base:	To Base:	Distance:
-----	-----	-----
NSYD Portsmouth NH, NH	WORKLOAD XFER	0.5 mi
NSYD Portsmouth NH, NH	NAS Brunswick, ME	78.0 mi
NSYD Portsmouth NH, NH	NORTHDIV NAVFAC, PA	357.0 mi
NSYD Portsmouth NH, NH	MCAS Cherry Point, NC	780.0 mi
NSYD Portsmouth NH, NH	NMCRC MANCH NH, NH	47.0 mi
NSYD Portsmouth NH, NH	SUBASE New London, CT	168.0 mi
NSYD Portsmouth NH, NH	NAVSTA Norfolk, VA	609.0 mi
NSYD Portsmouth NH, NH	BASE X, CA	0.5 mi
WORKLOAD XFER	NAS Brunswick, ME	not given
WORKLOAD XFER	NORTHDIV NAVFAC, PA	not given
WORKLOAD XFER	MCAS Cherry Point, NC	not given
WORKLOAD XFER	NMCRC MANCH NH, NH	not given
WORKLOAD XFER	SUBASE New London, CT	not given
WORKLOAD XFER	NAVSTA Norfolk, VA	not given
WORKLOAD XFER	BASE X, CA	not given
NAS Brunswick, ME	NORTHDIV NAVFAC, PA	not given
NAS Brunswick, ME	MCAS Cherry Point, NC	not given
NAS Brunswick, ME	NMCRC MANCH NH, NH	not given
NAS Brunswick, ME	SUBASE New London, CT	not given
NAS Brunswick, ME	NAVSTA Norfolk, VA	not given
NAS Brunswick, ME	BASE X, CA	not given
NORTHDIV NAVFAC, PA	MCAS Cherry Point, NC	not given
NORTHDIV NAVFAC, PA	NMCRC MANCH NH, NH	not given
NORTHDIV NAVFAC, PA	SUBASE New London, CT	not given
NORTHDIV NAVFAC, PA	NAVSTA Norfolk, VA	not given
NORTHDIV NAVFAC, PA	BASE X, CA	not given
MCAS Cherry Point, NC	NMCRC MANCH NH, NH	not given
MCAS Cherry Point, NC	SUBASE New London, CT	not given
MCAS Cherry Point, NC	NAVSTA Norfolk, VA	not given
MCAS Cherry Point, NC	BASE X, CA	not given
NMCRC MANCH NH, NH	SUBASE New London, CT	not given
NMCRC MANCH NH, NH	NAVSTA Norfolk, VA	not given
NMCRC MANCH NH, NH	BASE X, CA	not given
SUBASE New London, CT	NAVSTA Norfolk, VA	not given
SUBASE New London, CT	BASE X, CA	not given
NAVSTA Norfolk, VA	BASE X, CA	not given

Transfers from NSYD Portsmouth NH, NH to NAS Brunswick, ME

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	1	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from NAS Brunswick, ME to NSYD Portsmouth NH, NH

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from NSYD Portsmouth NH, NH to MCAS Cherry Point, NC

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	6	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from MCAS Cherry Point, NC to NSYD Portsmouth NH, NH

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from NSYD Portsmouth NH, NH to SUBASE New London, CT

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	8	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from SUBASE New London, CT to NSYD Portsmouth NH, NH

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Name: NORTHDIV NAVFAC, PA

Homeowner Assistance Program: No
Unique Activity Information: No

Total Officer Employees:	71
Total Enlisted Employees:	5
Total Student Employees:	0
Percent of Military Families Living On Base:	23.0%
Total Civilian Employees:	3,161
Percent of Civilians Not Willing To Move:	6.5%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	2,180,201
Total Acreage on Base (Acres):	0
Officer Variable Housing Allowance (\$/Month):	411
Enlisted Variable Housing Allowance (\$/Month):	280
Per Diem Rate (\$/Day):	123
Freight Cost (\$/Ton/Mile):	0.16
Area Cost Factor:	1.13
RPMA Non-Payroll Costs (\$K/Year):	793
RPMA Payroll Costs (\$K/Year):	1,719
Communications Costs (\$K/Year):	0
Base Ops Non-Payroll Costs (\$K/Year):	8,109
Base Ops Payroll Costs (\$K/Year):	14,810
Family Housing Costs (\$K/Year):	77
CHAMPUS On-Base In-Patient Cost/Visit (\$):	0
CHAMPUS On-Base Out-Patient Cost/Visit (\$):	0
CHAMPUS Shift To Medicare	0.0%

Name: NMCRC MANCH NH, NH

Homeowner Assistance Program: No
Unique Activity Information: No

Total Officer Employees:	1
Total Enlisted Employees:	8
Total Student Employees:	0
Percent of Military Families Living On Base:	0.0%
Total Civilian Employees:	0
Percent of Civilians Not Willing To Move:	6.5%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	26,144
Total Acreage on Base (Acres):	0
Officer Variable Housing Allowance (\$/Month):	333
Enlisted Variable Housing Allowance (\$/Month):	189
Per Diem Rate (\$/Day):	94
Freight Cost (\$/Ton/Mile):	0.16
Area Cost Factor:	1.02
RPMA Non-Payroll Costs (\$K/Year):	11
RPMA Payroll Costs (\$K/Year):	0
Communications Costs (\$K/Year):	0
Base Ops Non-Payroll Costs (\$K/Year):	81
Base Ops Payroll Costs (\$K/Year):	0
Family Housing Costs (\$K/Year):	0
CHAMPUS On-Base In-Patient Cost/Visit (\$):	0
CHAMPUS On-Base Out-Patient Cost/Visit (\$):	0
CHAMPUS Shift To Medicare	0.0%

Transfers from NSYD Portsmouth NH, NH to BASE X, CA

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	8	0	0	0	0	0
Enlisted:	2	0	0	0	0	0
Civilians:	26	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from BASE X, CA to NSYD Portsmouth NH, NH

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Name: WORKLOAD XFER

Homeowner Assistance Program: No
Unique Activity Information: NO

Total Officer Employees:	0
Total Enlisted Employees:	0
Total Student Employees:	0
Percent of Military Families Living On Base:	0.0%
Total Civilian Employees:	0
Percent of Civilians Not Willing To Move:	6.5%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	0
Total Acreage on Base (Acres):	0
Officer Variable Housing Allowance (\$/Month):	0
Enlisted Variable Housing Allowance (\$/Month):	0
Per Diem Rate (\$/Day):	0
Freight Cost (\$/Ton/Mile):	0.00
Area Cost Factor:	1.00
RPMA Non-Payroll Costs (\$K/Year):	0
RPMA Payroll Costs (\$K/Year):	0
Communications Costs (\$K/Year):	0
Base Ops Non-Payroll Costs (\$K/Year):	0
Base Ops Payroll Costs (\$K/Year):	0
Family Housing Costs (\$K/Year):	0
CHAMPUS On-Base In-Patient Cost/Visit (\$):	0
CHAMPUS On-Base Out-Patient Cost/Visit (\$):	0
CHAMPUS Shift To Medicare	0.0%

Name: NAVSTA Norfolk, VA

Homeowner Assistance Program: No
Unique Activity Information: No

Total Officer Employees:	3,745
Total Enlisted Employees:	52,466
Total Student Employees:	46
Percent of Military Families Living On Base:	11.3%
Total Civilian Employees:	2,626
Percent of Civilians Not Willing To Move:	6.5%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	2,855,073
Total Acreage on Base (Acres):	0
Officer Variable Housing Allowance (\$/Month):	202
Enlisted Variable Housing Allowance (\$/Month):	144
Per Diem Rate (\$/Day):	94
Freight Cost (\$/Ton/Mile):	0.16
Area Cost Factor:	0.92
RPMA Non-Payroll Costs (\$K/Year):	18,158
RPMA Payroll Costs (\$K/Year):	308
Communications Costs (\$K/Year):	0
Base Ops Non-Payroll Costs (\$K/Year):	44,540
Base Ops Payroll Costs (\$K/Year):	12,642
Family Housing Costs (\$K/Year):	26,234
CHAMPUS On-Base In-Patient Cost/Visit (\$):	0
CHAMPUS On-Base Out-Patient Cost/Visit (\$):	80
CHAMPUS Shift To Medicare	39.4%

Name: NSYD Portsmouth NH, NH

	1994	1995	1996	1997	1998	1999
1-Time Unique(\$K):	0	0	0	56,298	689	575
1-Time Moving(\$K):	0	0	0	0	0	0
Env Mitig Req(\$K):	0	0	0	0	0	0
Act Misn Cost(\$K):	0	0	0	0	-25	-25
Misc Rec Cost(\$K):	0	0	0	0	7,183	7,183

Property (Acres):	0	0	0	0	0	0
Property (\$K):	0	0	0	0	0	0

(Positive indicates buys, negative indicates sales)

Construc Sched(%):	0%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	0%	0%	0%	0%	0%

Constr Avoid (\$K):	4,780	0	0	10,000	0	0
FamHousAvoid (\$K):	0	0	0	0	0	0
Procur Avoid (\$K):	11,106	12,600	8,000	8,000	8,000	8,000

Facility Shut Down (SqFt): 3,346,573
 Percent of Family Housing ShutDown: 73.0%

Name: WORKLOAD XFER

	1994	1995	1996	1997	1998	1999
1-Time Unique(\$K):	0	-1,315	-22,029	-35,660	-23,967	0
1-Time Moving(\$K):	0	0	0	0	0	0
Env Mitig Req(\$K):	0	0	0	0	0	0
Act Misn Cost(\$K):	0	0	0	0	0	0
Misc Rec Cost(\$K):	0	0	0	0	0	0

Property (Acres):	0	0	0	0	0	0
Property (\$K):	0	0	0	0	0	0

(Positive indicates buys, negative indicates sales)

Construc Sched(%):	0%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	0%	0%	0%	0%	0%

Constr Avoid (\$K):	0	0	0	0	0	0
FamHousAvoid (\$K):	0	0	0	0	0	0
Procur Avoid (\$K):	0	0	0	0	0	0

Facility Shut Down (SqFt): 0
 Percent of Family Housing ShutDown: 0.0%

Name: MCAS Cherry Point, NC

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
1-Time Unique(\$K):	0	0	0	0	0	0
1-Time Moving(\$K):	0	0	0	0	0	0
Env Mitig Req(\$K):	0	0	0	0	0	0
Act Misn Cost(\$K):	0	0	0	0	0	0
Misc Rec Cost(\$K):	0	0	0	0	0	0
Property (Acres):	0	0	0	0	0	0
Property (\$K):	0	0	0	0	0	0
(Positive indicates buys, negative indicates sales)						
Construc Sched(%):	0%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	0%	0%	0%	0%	0%
Constr Avoid (\$K):	0	0	0	0	0	0
FamHousAvoid (\$K):	0	0	0	0	0	0
Procur Avoid (\$K):	0	0	0	0	0	0
Facility Shut Down (SqFt):						0
Percent of Family Housing ShutDown:						0.0%

Name: NMCRC MANCH NH, NH

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
1-Time Unique(\$K):	0	0	0	0	0	0
1-Time Moving(\$K):	0	0	0	0	0	0
Env Mitig Req(\$K):	0	0	0	0	0	0
Act Misn Cost(\$K):	0	0	0	0	0	0
Misc Rec Cost(\$K):	0	0	0	0	0	0
Property (Acres):	0	0	0	0	0	0
Property (\$K):	200	0	0	0	0	0
(Positive indicates buys, negative indicates sales)						
Construc Sched(%):	0%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	0%	0%	0%	0%	0%
Constr Avoid (\$K):	0	0	0	0	0	0
FamHousAvoid (\$K):	0	0	0	0	0	0
Procur Avoid (\$K):	0	0	0	0	0	0
Facility Shut Down (SqFt):						0
Percent of Family Housing ShutDown:						0.0%

Civilian FS Chg:	0	0	0	0	0	0
Officers Elim:	0	0	0	0	0	0
Enlisted Elim:	0	0	0	0	0	0
Civilians Elim:	0	0	0	0	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

Name: NSYD Portsmouth NH, NH

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officer FS Chg:	-2	0	0	0	0	0
Enlisted FS Chg:	-2	0	0	0	0	0
Civilian FS Chg:	-347	0	0	0	0	0
Officers Elim:	10	10	10	21	0	0
Enlisted Elim:	7	7	7	16	0	0
Civilians Elim:	205	206	205	206	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

Name: WORKLOAD XFER

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officer FS Chg:	0	0	0	0	0	0
Enlisted FS Chg:	0	0	0	0	0	0
Civilian FS Chg:	0	0	0	0	0	0
Officers Elim:	0	0	0	0	0	0
Enlisted Elim:	0	0	0	0	0	0
Civilians Elim:	0	0	0	0	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

Name: NAS Brunswick, ME

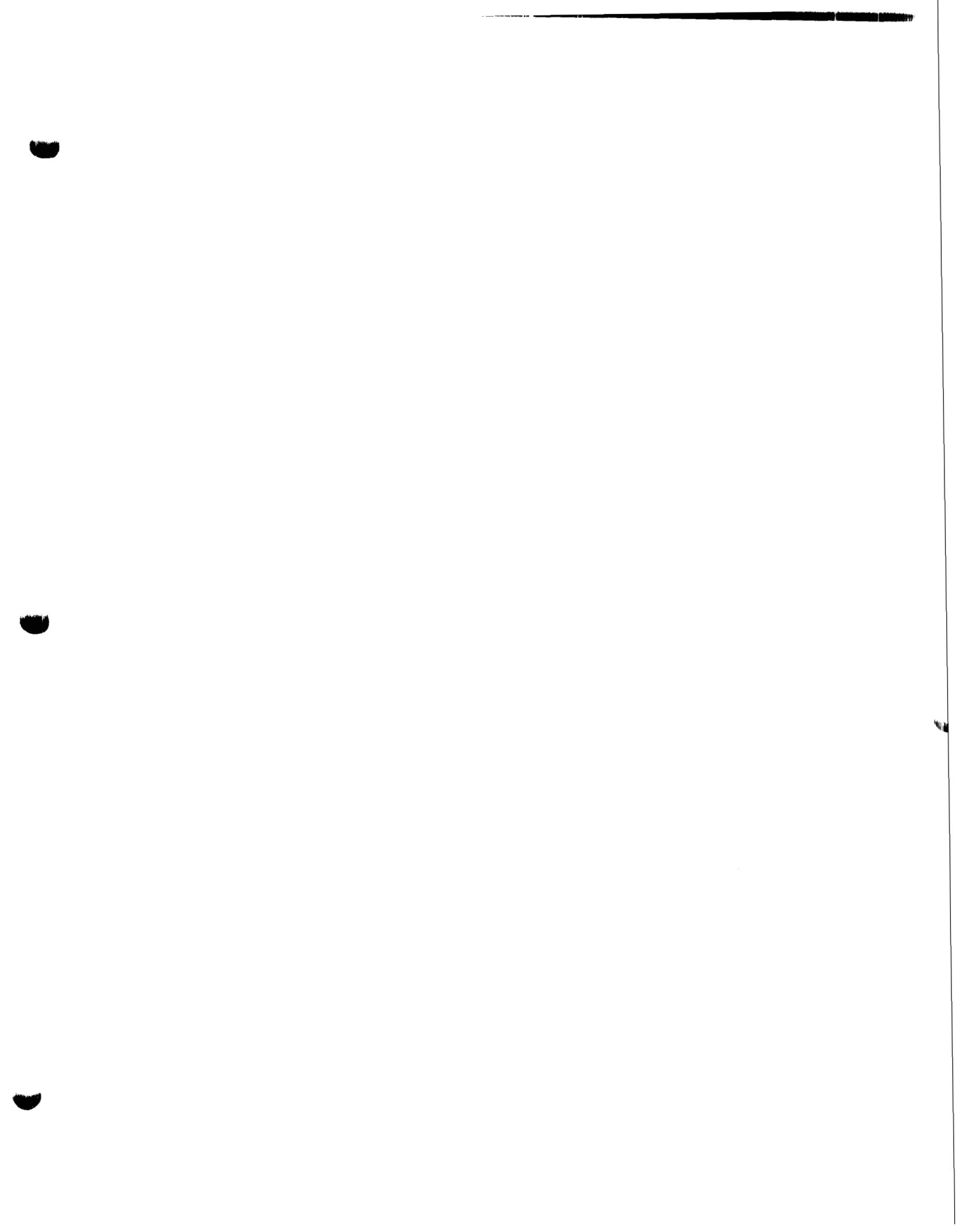
	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officer FS Chg:	0	0	0	0	0	0
Enlisted FS Chg:	0	0	0	0	0	0
Civilian FS Chg:	0	0	0	0	0	0
Officers Elim:	0	0	0	0	0	0
Enlisted Elim:	0	0	0	0	0	0
Civilians Elim:	0	0	0	0	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

Name: NORTHDIV NAVFAC, PA

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officer FS Chg:	0	0	0	0	0	0
Enlisted FS Chg:	0	0	0	0	0	0

Civilian FS Chg:	0	0	0	0	0	0
Officers Elim:	0	0	0	0	0	0
Enlisted Elim:	0	0	0	0	0	0
Civilians Elim:	0	0	0	0	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

Category:	Units:	Cost/UM(\$):
Horizontal	(SY)	42
Waterfront	(LF)	10,170
Air Operations	(SF)	112
Operational	(SF)	103
Administrative	(SF)	110
School Buildings	(SF)	116
Maintenance Shops	(SF)	94
Bachelor Quarters	(SF)	86
Family Quarters	(EA)	68,750
Covered Storage	(SF)	81
Dining Facilities	(SF)	160
Recreation Facilities	(SF)	107
Communications Facilities	(SF)	165
Shipyards Maintenance	(SF)	86
RDT & E Facilities	(SF)	122
POL Storage	(BL)	11
Ammunition Storage	(SF)	148
Medical Facilities	(SF)	145
Environmental	()	0
Optional Category A	()	0
Optional Category B	()	0
Optional Category C	()	0
Optional Category D	()	0
Optional Category E	()	0
Optional Category F	()	0
Optional Category G	()	0
Optional Category H	()	0
Optional Category I	()	0
Optional Category J	()	0
Optional Category K	()	0
Optional Category L	()	0
Optional Category M	()	0
Optional Category N	()	0
Optional Category O	()	0
Optional Category P	()	0



Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

Starting Year : 1996
 Final Year : 1998
 ROI Year : Immediate

NPV in 2015(\$K):-1,215,495
 1-Time Cost(\$K): 126,616

Net Costs (\$K) Constant Dollars	Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	1,448	18,170	0	-13,750	0	0	5,869	0
Person	-210	-17,175	-43,106	-51,867	-51,867	-51,867	-216,092	-51,867
Overhd	5,526	-2,976	-18,863	-30,851	-30,851	-30,851	-108,867	-30,851
Moving	86	25,079	40,146	0	0	0	65,311	0
Missio	571	-7,399	-52,858	-51,373	-79,045	15	-190,089	15
Other	142	-2,683	3,788	-3,136	955	326	-608	0
TOTAL	7,564	13,016	-70,892	-150,978	-160,809	-82,378	-444,477	-82,704

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	1	3	41	0	0	0	45
Enl	2	0	29	0	0	0	31
Civ	6	901	91	0	0	0	998
TOT	9	904	161	0	0	0	1,074

	1996	1997	1998	1999	2000	2001	Total
POSITIONS REALIGNED							
Off	0	0	20	0	0	0	20
Enl	0	3	58	0	0	0	61
Stu	0	0	0	0	0	0	0
Civ	0	3	341	0	0	0	344
TOT	0	6	419	0	0	0	425

Summary:

 CLOSES NSYD PORTSMOUTH, NH(SEP 98) / LAST WORKLOAD OCT 97
 SUBMEPP TO NORFOLK NSYD
 2608 POSITIONS ELIMINATED / NO SALARY SAVINGS (DIR+IND+LEAVE)

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

Costs (\$K) Constant Dollars	1996	1997	1998	1999	2000	2001	Total	Beyond
	-----	-----	-----	-----	-----	-----		
MilCon	2,020	18,170	0	0	0	0	20,191	0
Person	12	4,944	4,937	406	406	406	11,111	406
Overhd	5,568	6,042	7,239	6,333	6,333	6,333	37,849	6,333
Moving	86	25,081	40,216	0	0	0	65,384	0
Missio	571	0	30	150	15	15	781	15
Other	142	2,317	8,788	1,864	955	326	14,392	0
TOTAL	8,399	56,555	61,210	8,753	7,709	7,080	149,707	6,754

Savings (\$K) Constant Dollars	1996	1997	1998	1999	2000	2001	Total	Beyond
	-----	-----	-----	-----	-----	-----		
MilCon	572	0	0	13,750	0	0	14,322	0
Person	221	22,119	48,043	52,273	52,273	52,273	227,203	52,273
Overhd	42	9,019	26,101	37,184	37,184	37,184	146,716	37,184
Moving	0	3	70	0	0	0	73	0
Missio	0	7,399	52,888	51,523	79,060	0	190,870	0
Other	0	5,000	5,000	5,000	0	0	15,000	0
TOTAL	835	43,540	132,103	159,731	168,518	89,458	594,184	89,458

INPUT DATA REPORT (COBRA v5.08)
 Data As Of 09:51 04/05/1995, Report Created 18:02 04/28/1995

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: Yes

Base Name	Strategy:
NSYD PORTSMOUTH, NH	Closes in FY 1998
NSYD PUGET SOUND, WA	Realignment
NSYD NORFOLK etal, VA	Realignment
LEASED SPACE BOSTON, MA	Realignment
NTC GREAT LAKES, IL	Realignment
NDW WASHINGTON, DC	Realignment
NAVMECEN PORTSMOUTH, VA	Realignment
NAS BRUNSWICK, ME	Realignment
NSYD PEARL HARBOR, HI	Realignment

Summary:

CLOSES NSYD PORTSMOUTH, NH(SEP 98) / LAST WORKLOAD OCT 97
 SUBMEPP TO NORFOLK NSYD
 2608 POSITIONS ELIMINATED / NO SALARY SAVINGS (DIR+IND+LEAVE)

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
NSYD PORTSMOUTH, NH	NSYD PUGET SOUND, WA	3,058 mi
NSYD PORTSMOUTH, NH	NSYD NORFOLK etal, VA	612 mi
NSYD PORTSMOUTH, NH	LEASED SPACE BOSTON, MA	68 mi
NSYD PORTSMOUTH, NH	NTC GREAT LAKES, IL	1,057 mi
NSYD PORTSMOUTH, NH	NDW WASHINGTON, DC	723 mi
NSYD PORTSMOUTH, NH	NAVMECEN PORTSMOUTH, VA	614 mi
NSYD PORTSMOUTH, NH	NAS BRUNSWICK, ME	74 mi
NSYD PORTSMOUTH, NH	NSYD PEARL HARBOR, HI	5,639 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NSYD PORTSMOUTH, NH to NSYD PUGET SOUND, WA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	9	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	30	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSYD PORTSMOUTH, NH to NSYD NORFOLK etal, VA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	4	0	0	0
Enlisted Positions:	0	3	4	0	0	0
Civilian Positions:	0	3	290	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	14,881	0	0	0
Suppt Eqpt (tons):	0	0	400	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NSYD PORTSMOUTH, NH to LEASED SPACE BOSTON, MA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	2	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSYD PORTSMOUTH, NH to NTC GREAT LAKES, IL

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	8	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSYD PORTSMOUTH, NH to NDW WASHINGTON, DC

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	4	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NSYD PORTSMOUTH, NH to NAVMEDCEN PORTSMOUTH, VA

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	16	0	0	0
Enlisted Positions:	0	0	46	0	0	0
Civilian Positions:	0	0	30	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NSYD PORTSMOUTH, NH to NAS BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	0	0	0	0	0
Civilian Positions:	0	0	6	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	10	0	0	0
Suppt Eqpt (tons):	0	0	3	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NSYD PORTSMOUTH, NH

Total Officer Employees:	68	RPMA Non-Payroll (\$K/Year):	11,379
Total Enlisted Employees:	99	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	28,736
Total Civilian Employees:	4,516	BOS Payroll (\$K/Year):	34,645
Mil Families Living On Base:	73.0%	Family Housing (\$K/Year):	537
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.06
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	3,458	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	199	Activity Code:	00102
Enlisted VHA (\$/Month):	166		
Per Diem Rate (\$/Day):	87	Homeowner Assistance Program:	Yes
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NSYD PUGET SOUND, WA

Total Officer Employees:	619	RPMA Non-Payroll (\$K/Year):	13,338
Total Enlisted Employees:	9,053	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	42,276
Total Civilian Employees:	9,634	BOS Payroll (\$K/Year):	69,069
Mil Families Living On Base:	20.0%	Family Housing (\$K/Year):	103
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.17
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	4,635	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	192	Activity Code:	00251
Enlisted VHA (\$/Month):	161		
Per Diem Rate (\$/Day):	73	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NSYD NORFOLK etal, VA

Total Officer Employees:	75	RPMA Non-Payroll (\$K/Year):	24,057
Total Enlisted Employees:	106	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	68,753
Total Civilian Employees:	8,952	BOS Payroll (\$K/Year):	62,001
Mil Families Living On Base:	10.0%	Family Housing (\$K/Year):	71
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	7,761	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	222	Activity Code:	00181
Enlisted VHA (\$/Month):	138		
Per Diem Rate (\$/Day):	104	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: LEASED SPACE BOSTON, MA

Total Officer Employees:	2	RPMA Non-Payroll (\$K/Year):	0
Total Enlisted Employees:	0	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	0
Total Civilian Employees:	0	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	0.0%	Family Housing (\$K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.28
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	0	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	367	Activity Code:	LOCLMA
Enlisted VHA (\$/Month):	280		
Per Diem Rate (\$/Day):	139	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NTC GREAT LAKES, IL

Total Officer Employees:	193	RPMA Non-Payroll (\$K/Year):	12,590
Total Enlisted Employees:	2,372	Communications (\$K/Year):	0
Total Student Employees:	4,711	BOS Non-Payroll (\$K/Year):	38,153
Total Civilian Employees:	893	BOS Payroll (\$K/Year):	34,092
Mil Families Living On Base:	69.0%	Family Housing (\$K/Year):	1,401
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.19
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	7,435	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	360	Activity Code:	00210
Enlisted VHA (\$/Month):	176		
Per Diem Rate (\$/Day):	142	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NDW WASHINGTON, DC

Total Officer Employees:	464	RPMA Non-Payroll (\$K/Year):	15,886
Total Enlisted Employees:	881	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	79,860
Total Civilian Employees:	3,878	BOS Payroll (\$K/Year):	47,759
Mil Families Living On Base:	11.0%	Family Housing (\$K/Year):	5
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.03
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	3,884	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	462	Activity Code:	NCISHQ
Enlisted VHA (\$/Month):	316		
Per Diem Rate (\$/Day):	151	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAVMEDCEN PORTSMOUTH, VA

Total Officer Employees:	893	RPMA Non-Payroll (\$K/Year):	4,728
Total Enlisted Employees:	1,547	Communications (\$K/Year):	0
Total Student Employees:	183	BOS Non-Payroll (\$K/Year):	12,119
Total Civilian Employees:	1,376	BOS Payroll (\$K/Year):	10,600
Mil Families Living On Base:	10.0%	Family Housing (\$K/Year):	884
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.92
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	1,743	CHAMPUS Shift to Medicare:	22.0%
Officer VHA (\$/Month):	222	Activity Code:	00183
Enlisted VHA (\$/Month):	138		
Per Diem Rate (\$/Day):	104	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NAS BRUNSWICK, ME

Total Officer Employees:	350	RPMA Non-Payroll (\$K/Year):	3,416
Total Enlisted Employees:	1,973	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	12,752
Total Civilian Employees:	375	BOS Payroll (\$K/Year):	21,881
Mil Families Living On Base:	34.0%	Family Housing (\$K/Year):	434
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.89
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	1,524	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	143	Activity Code:	60087
Enlisted VHA (\$/Month):	165		
Per Diem Rate (\$/Day):	83	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NSYD PEARL HARBOR, HI

Total Officer Employees:	95	RPMA Non-Payroll (\$K/Year):	14,139
Total Enlisted Employees:	350	Communications (\$K/Year):	0
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	35,095
Total Civilian Employees:	4,531	BOS Payroll (\$K/Year):	50,723
Mil Families Living On Base:	78.0%	Family Housing (\$K/Year):	279
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.80
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	3,533	CHAMPUS Shift to Medicare:	0.0%
Officer VHA (\$/Month):	679	Activity Code:	00311
Enlisted VHA (\$/Month):	554		
Per Diem Rate (\$/Day):	167	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NSYD PORTSMOUTH, NH

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	25	350	3,949	1,864	955	326
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	214	124	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqcd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	571	0	30	150	15	15
Activ Mission Save (\$K):	0	7,399	52,888	51,523	79,060	0
Misc Recurring Cost(\$K):	0	0	0	4,685	4,685	4,685
Misc Recurring Save(\$K):	0	25	25	67	67	67
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	572	0	0	13,750	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	5,000	5,000	5,000	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	3,450					
						100.0%

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NSYD PUGET SOUND, WA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	233	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqcd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
						Perc Family Housing ShutDown:

Name: NSYD NORFOLK etal, VA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	407	2,581	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqcd(\$K):	0	0	50	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
						Perc Family Housing ShutDown:

Name: LEASED SPACE BOSTON, MA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqcd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0					0.0%
						Perc Family Housing ShutDown:

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NTC GREAT LAKES, IL

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: NDW WASHINGTON, DC

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: NAVMEDCEN PORTSMOUTH, VA

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NAS BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: NSYD PEARL HARBOR, HI

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	111	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: NSYD PORTSMOUTH, NH

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	-3	0	0	0	0	0
Enl Force Struc Change:	-7	0	0	0	0	0
Civ Force Struc Change:	-200	-366	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	-1	-3	-41	0	0	0
Enl Scenario Change:	-2	0	-29	0	0	0
Civ Scenario Change:	-6	-901	-91	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	-847	-1,761	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\PNS2LV.SFF

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: NSYD NORFOLK etal, VA

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
WORKLOAD - PLNG YD	SHPYD	30,100	51,330	0
SUBMEPP - ADMIN	ADMIN	31,941	0	0
SUBMEPP - STORAGE	STORA	1,850	0	0
SUBMEPP - DATA CTR	ADMIN	3,000	0	0

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	71.70%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	60.10%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	98.00%	PPS Actions Involving PCS:	82.00%
Officer Salary(\$/Year):	76,781.00	Civilian PCS Costs (\$):	28,800.00
Off BAAQ with Dependents(\$):	7,925.00	Civilian New Hire Cost(\$):	5,000.00
Enlisted Salary(\$/Year):	33,178.00	Nat Median Home Price(\$):	114,600.00
Enl BAAQ with Dependents(\$):	5,251.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost(\$/Week):	198.00	Max Home Sale Reimburs(\$):	22,385.00
Unemployment Eligibility(Weeks):	26	Home Purch Reimburse Rate:	5.00%
Civilian Salary(\$/Year):	47,811.00	Max Home Purch Reimburs(\$):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	NAVY DBOF BRAC95	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	75.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	2.00%
(Indices are used as exponents)		MilCon Design Rate:	9.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	6.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	5.00%
Mothball Cost (\$/SF):	1.25	MilCon Site Preparation Rate:	39.00%
Avg Bachelor Quarters(SF):	294.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1.00	Inflation Rate for NPV.RPT/ROI:	0.00%
APPDET.RPT Inflation Rates:			
1996: 0.00% 1997: 2.90% 1998: 3.00%		1999: 3.00% 2000: 3.00% 2001: 3.00%	

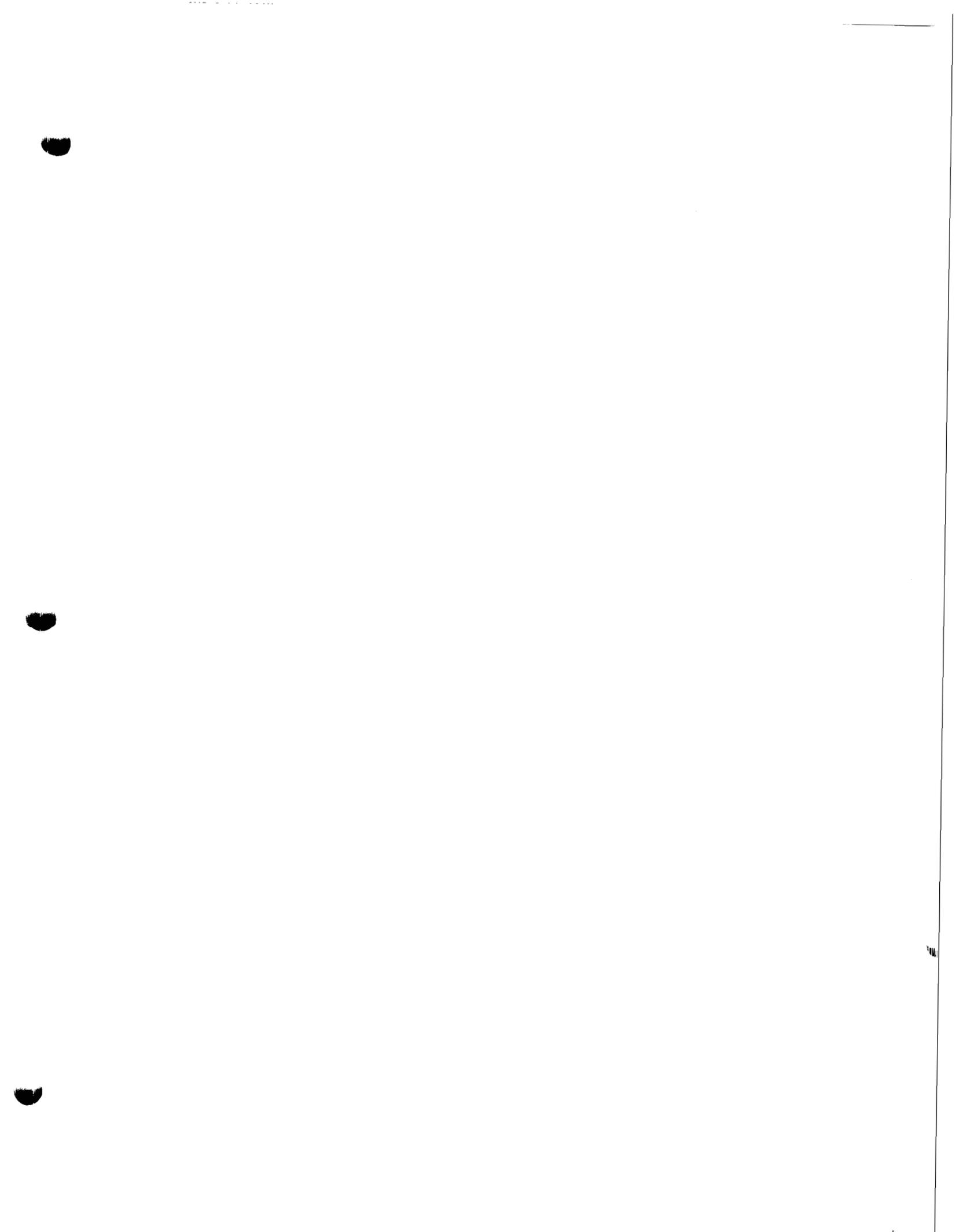
STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate(\$/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle(\$/Mile):	0.31
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle(\$/Mile):	3.38
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement(\$/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.17
Total HHG Cost (\$/100Lb):	35.00	Routine PCS(\$/Pers/Tour):	3,763.00
Air Transport (\$/Pass Mile):	0.20	One-Time Off PCS Cost(\$):	4,527.00
Misc Exp (\$/Direct Employ):	700.00	One-Time Enl PCS Cost(\$):	1,403.00

Department : US NAVY
 Option Package : NSYD PORTSMOUTH 011R
 Scenario File : C:\PNS2LV.CBR
 Std Fctrs File : C:\NS1127.SFF

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	\$/UM	Category	UM	\$/UM
-----	--	----	-----	--	----
Horizontal	(SY)	61	Optional Category A	()	0
Waterfront	(LF)	10,350	Optional Category B	()	0
Air Operations	(SF)	122	Optional Category C	()	0
Operational	(SF)	111	Optional Category D	()	0
Administrative	(SF)	123	Optional Category E	()	0
School Buildings	(SF)	108	Optional Category F	()	0
Maintenance Shops	(SF)	102	Optional Category G	()	0
Bachelor Quarters	(SF)	96	Optional Category H	()	0
Family Quarters	(SF)	78,750	Optional Category I	()	0
Covered Storage	(SF)	94	Optional Category J	()	0
Dining Facilities	(SF)	165	Optional Category K	()	0
Recreation Facilities	(SF)	120	Optional Category L	()	0
Communications Facil	(SF)	165	Optional Category M	()	0
Shipyards Maintenance	(SF)	129	Optional Category N	()	0
RDT & E Facilities	(SF)	160	Optional Category O	()	0
POL Storage	(BL)	12	Optional Category P	()	0
Ammunition Storage	(SF)	160	Optional Category Q	()	0
Medical Facilities	(SF)	168	Optional Category R	()	0
Environmental	()	0			



ANALYSIS OF COBRA DATA

INPUT DATA REPORT (COBRA v5.08)

Data as of 18:41 11/27/1994, Report Created 12:33 02/24/1995

Department : US NAVY

Option Package : NSYD PORTSMOUTH 011R

INPUT SCREEN TWO - DISTANCE TABLE

Item: Distance from: NSYD Portsmouth, NH to: NSYD Puget Sound, WA

COBRA Entry : 179 mi

Recommended Entry : 3,058 mi

Discussion: The Rand McNally Official Mileage Guide shows Portsmouth, NH to Bremerton, WA as 3027 miles. Add to this 4 miles from NSYD Portsmouth in Kittery, ME to Portsmouth, NH, and 27 miles from Bremerton, WA to NSYD Puget Sound.

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NSYD Portsmouth, NH to NSYD Norfolk etal, VA

Item: Officer and Civilian positions moving.

COBRA Entry : Officer Positions 1998: 3

Civilian Positions 1998: 283

Recommended Entry : Officer Positions 1998: 4

Civilian Positions 1998: 290

Discussion: The BSEC COBRA model is showing NSYD Portsmouth tenant, ROICC, UIC: N44212, as 1997 eliminations. NSYD Portsmouth certified data, based on certified data from NAVFAC, shows the realignment of one officer and seven civilian positions to NSYD Norfolk etal, VA. NAVFAC indicates these positions will relocate in 1999, one year after the base closure date. To avoid positions remaining at the Losing Base after closure, we recommend realignment in 1998 for record purposes.

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NSYD Portsmouth, NH to NSYD Norfolk etal, VA

Item: Mission Equipment (tons) moving in 1998.

COBRA Entry : 14,744

Recommended Entry : 14,881

Discussion: Revised certified data from gaining activity. This revision was certified by NSYD Portsmouth, NH and forwarded to Major claimant.

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NSYD Portsmouth, NH

ITEM: RPMA Non-Payroll (\$K/year)

COBRA Entry : 12,194

Recommended Entry : 11,379

Discussion: NSYD Portsmouth, NH Data Call 66 certified \$11,379K based on our approved budget.

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NSYD Portsmouth, NH

Item: Total Base Facilities (KSF)

COBRA Entry : 3,384

Recommended Entry : 3,458

Discussion: The BRAC-95 Scenario Development Data Call Attachment 1: Base Loading Data provided the total facilities for NSYD Portsmouth from the Naval Facilities Assets Data Base (NFADB). This figure did not include 74,000 SF of facilities owned by the Naval Medical Clinic, UIC N00105, physically located on NSYD Portsmouth but not part of the shipyard assets. The Naval Medical Clinic certified that they would close this facility concurrent with the shipyard closure.

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NSYD Portsmouth, NH

Item: 1-Time Unique Costs (\$K): All years

	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>
COBRA Entry :	25	0	1,767	0	0	0
Recommended Entry:	25	350	3,949	1,864	955	326

Discussion: Input for the COBRA did not include some legitimate, one-time unique costs resulting directly from closure. Descriptions of those included in the recommended entry above, which were not included in the COBRA entry, are explained below. We have taken a conservative approach in developing and adding these costs.

- Supplemental, passive ventilation for historical buildings: This is a cost over and above the standard cost of building closure included automatically in the model. This is required to meet a specific Army Corps of Engineers requirement to preserve buildings on the National Register of Historic Places. This cost is 1997: 350, and 1998: 711.

- Shipyard service craft: This cost will be incurred to secure various service craft such as barges. In some cases these will be returned to the fleet in Norfolk. The estimate includes environmental compliance costs incurred as a result of these activities. this cost is 1998: 225.

- Power plant shutdown: There are special requirements to shutdown and layaway the shipyard power plant, with its four large boilers and auxiliary support equipment. Additional equipment in the power plant include electric turbine generators and 150 PSI compressed air system. These costs are far in excess of the **square footage allowance** calculated in the COBRA algorithms. This cost is 1998: 826.

- Drydock shutdown: There are special requirements to shutdown and layaway the large pumps and other drydock support equipment at the shipyard. There are no allowances for this in the **square footage allowance** calculated in the COBRA algorithms. This cost is 1998: 420.

- Successor Function Post Closure Team: This team will handle post-closure functions primarily involved with financial and human resource activities. Financial activities include contract closeouts and file retention; disposal and transfer of minor and plant property; travel and PCS processing and closeout; management of BRAC funding; and final financial and accounting reporting. Human resource activities include the closeout of Official Personnel folders; Injury compensation and FECA closeout and transfers; and EEO, grievance, and MSPB appeals investigations, hearings and followup. This one-time cost is based on experiences at other closed bases and the NAVY approved

budgets for closing NSYD at Philadelphia, Mare Island and
Charleston. This cost is 1999: 1,864, 2000: 955, and 2001: 326.

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NSYD Portsmouth, NH

Item: 1-Time Unique Savings (\$K): 1997, 1998 & 1999

COBRA Entry	:	1997: 378,	1998: 375,	1999: 375
Recommended Entry	:	1997: 0,	1998: 0,	1999: 0

Discussion: A Naval Audit Service finding stated these 1-Time Unique Savings should not have been forwarded in NSYD Portsmouth's Scenario Development Data Call. These savings are for construction cost avoidance which is specifically excluded by the guidance for this item in the Scenario development Data Call.

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NSYD Portsmouth, NH

Item: Activity Mission Cost (\$K): 1998, 1999, 2000 & 2001

COBRA Entry	:	1998: 0,	1999: 0,	2000: 0,	2001: 0
Recommended Entry	:	1998: 30,	1999: 150,	2000: 15,	2001: 15

Discussion: NSYD Portsmouth, NH Scenario Development Data Call, Enclosure (2) - Table 2-F Supporting Data: paragraph d, identified net recurring mission cost increases certified by our tenants.

- The Naval Environmental Health Center (NEHC) Detachment, UIC N45915, certified a recurring mission cost of \$15K per year starting in FY98 and continuing to FY 2001 and beyond. NEHC serves DOD customers in the New England region. By relocating to Norfolk, VA, they will incur increased transportation costs to return to the New England states.

- The Defense Reutilization And Marketing Office (DRMO), UIC SX1081, will augment its present workforce located at NSYD Portsmouth with employees from other DRMO locations due to the large volume of closure related work. These costs are \$15K in FY 1998 and 1999. In addition, DRMO will remain open 90 to 180 days after the Shipyard closure in September 1998 to complete disposal actions. Based on experience at other BRAC closure sites, DRMO is using contractors to augment its workforce. These costs will be \$120K in FY 1999.

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NSYD Portsmouth, NH

Item: Activity Mission Savings (\$K): 1997, 1998, 1999 & 2000

	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>
COBRA Entry	: 9,680	84,160	88,947	153,065
Recommended Entry	: 7,399	52,888	51,523	79,060

Discussion: The Navy method for calculating activity mission savings does not consider all variables involved in moving complex nuclear submarine work from NSYD Portsmouth to other activities. The calculations are based on data worksheets provided to the BSEC by NAVSEA. The worksheets identify NSYD Portsmouth workload for FY96 - FY01; determine likely gaining activities for this workload; project shipyard rates for these activities; determine projected rate differentials between NSYD Portsmouth and the gaining activities; and, finally, multiply the workload by rate differentials to calculate mission savings (positive numbers indicating savings, negative numbers indicating costs).

The process used to formulate the projected shipyard rates, and hence the projected rate differentials, seems to be too simplistic and ignores known factors. Specifically, it seems unlikely that the rates for NSYD Norfolk, the primary recipient of NSYD Portsmouth work, would decrease by 18% over this six year period. NSYD Norfolk rates are composite rates based on a combination of less complex surface ship and non-ship workload mixed with highly complex submarine work. A more realistic projection would be that NSYD Norfolk rates would increase as a result of:

- A higher percentage of NSYD Norfolk future workload would be nuclear submarine refueling/defueling/overhaul work. Submarine overhauls are the most complex, costly work known to naval shipyards.

- A review of NSYD Norfolk pre-BRAC workload through 2001 shows an expected workload/workforce imbalance with work exceeding the current workforce. The NAVSEA analysis does not consider the impact of additional workload on gaining bases. Realignment of NSYD Portsmouth submarine work to NSYD Norfolk creates an even greater imbalance, ensuring the need to increase the NSYD Norfolk workforce. Due to the nature of the work, the additional employees will be needed in the top level skills and engineering/technical shops. Extensive training and experience must be gained to successfully execute critical nuclear submarine overhauls.

- During the Scenario Development Data Call process, NSYD Norfolk indicated they would not be moving any NSYD Portsmouth employees, equipment or facilities to accomplish submarine overhauls. Therefore, high overhead costs will be incurred preparing the NSYD Norfolk physical plant and hiring and training employees for this work.

- Future inflationary effects on material and labor work to offset productivity increases, thus holding rates stable.

Summary. In formulating future rates, NAVSEA did not consider the effects of increasing NSYD Norfolk's workload and the complexity of the new work. Absent this analysis, a more realistic approach should be taken using known data. The Recommended Entry shown above is calculated using FY96 rates and rate differentials for FY96 through FY01. FY96 rates are based on known performance and workload.

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NSYD Portsmouth, NH

Item: Miscellaneous recurring Costs (\$K) 1999, 2000, & 2001

	<u>1999</u>	<u>2000</u>	<u>2001</u>
COBRA Entry :	0	0	0
Recommended Entry :	4,685	4,685	4,685

Discussion: The closure scenario assumes the shipyard would be closed and in layaway status in 1998. Considering the location and economic conditions in this area, it is highly likely to be several years before the property is actually turned over for reuse. This is borne out by the history of nearby Pease AFB which closed in 1991. We can realistically expect to incur some costs between operational closure and disposal as follows:

Spill Cleanup. There will be maintenance and security activity at the shipyard until the property has been transferred to others. as long as there is DOD property ownership and resulting activity, there is an opportunity for a spill to originate at the shipyard. There is a legal requirement to have available capability to deploy a boom within one hour and begin cleanup within two hours. after closure, in-house resources will be gone. A contractor would be kept on retainer to provide this service. This cost is \$53K per year beginning in 1999.

Civilian caretaker staff between operational closure and disposal
Personnel are required to coordinate transition functions including transfer of land and buildings. This staff is also required to oversee routine and emergency facilities maintenance until property disposal. The Naval Facilities Engineering Command has directed this requirement and provided a staffing estimate. This cost is \$932K per year beginning in 1999.

Maintain drydocks in dry layaway. The Naval Facilities Engineering Command layaway standards for drydocks requires periodic testing and inspection of drainage pumps and associated equipment until property disposal. This cost is \$200K per year beginning in 1999.

Security and Fire Protection. There will be a cost to maintain security and fire protection for the buildings and other assets until disposal. This cost is \$2,000K per year beginning in 1999.

Facility maintenance and repair. The Naval Facilities Engineering Command standard for interim maintenance prior to disposal requires limited repairs and maintenance to ensure weathertight integrity. This is particularly important for the buildings in our extensive historic district. This work would be accomplished by contract to meet the stated requirement to limit facility deterioration. The stated costs are the minimum necessary to preserve the potential for long-term facility reuse. This cost is \$1,500K per year beginning in 1999.

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Item: Civilian Scenario Change 1997
Civilian Change (No Salary Saving) 1997, 1998

COBRA Entry	:Civilian Scenario Change	1997: 1,901
	:Civilian Change (No Sal Sav)	1997: 524
		1998: 1,091

Recommended Entry	:Civilian Scenario Change	1997: 901
	:Civilian Change (No Sal Sav)	1997: 847
		1998: 1,761

Discussion: The Navy method for calculating the number of Civilian Change (No Salary Savings) is based on data worksheets prepared by NAVSEA. While these worksheets include calculations showing that the total direct and indirect work to be moved from NSYD Portsmouth includes a 28% indirect factor, only the direct mandays were used to determine the number of No Salary Savings positions. This would imply that gaining activities can accomplish the realigned direct work with no indirect or leave allowances. This is impossible.

INDIRECT (OVERHEAD) SUPPORT FOR DIRECT WORKLOAD

Currently, NAVSEA's stated corporate goal is for all shipyards to have a Direct Labor Indicator (DLI) of 60%. The direct labor indicator is determined by dividing total direct workload by the sum of total direct plus indirect and is expressed as a percentage. During FY 95 only one naval shipyard has been able to attain this 60% goal. The primary recipient of NSYD Portsmouth work, NSYD Norfolk, has a current DLI of 56%.

In its data worksheets NAVSEA recognized that moved direct mandays need not be accelerated by the current 40% indirect or the actual gaining activity indirect percentage of DLI, reasoning that only direct work will be added to gaining bases. This ignores the reality that indirect, related to the execution of direct work, must be part of a costing model to determine the true cost of like work being performed at different activities. Examples of indirect include supervision, personnel and clerical, and indirect time used by direct workers for such things as training, medical exams and treatments, union visits, inspections, audits, attending meetings, material ordering, receiving, staging and issue, and technical document preparations and research.

In running a cost model on NSYD Portsmouth, the model must deem the cost of performing moved work to be mutually exclusive of any existing or projected conditions at gaining activities. If gaining activities have excess indirect resources, these excesses should be dealt with independent of the cost determination of moving NSYD Portsmouth work, much like Force Structure Reductions are independent of BRAC actions.

The Total Workyears to be moved (Direct and Indirect) calculated using direct workload and NAVSEA's very optimistic DLI of 72%, are as follows:

<u>Direct</u>	/	<u>Direct % of Total Workload</u>	=	<u>Total Workload</u>
1,615	/	.72		2,243

LEAVE ALLOWANCES FOR DIRECT AND INDIRECT WORKLOAD

Determining the total number of positions necessary to execute the Total Workyears (Direct and Indirect) is calculated as follows:

<u>Total Workyears</u>	/	<u>Total Workyears % of Total Positions</u>	=	<u>Total Positions</u>
2,243	/	.86		2,608

SUMMARY. The total Direct Workyears to be moved from NSYD Portsmouth at the time of closure in 1998 is 1615. GAINING ACTIVITIES WILL NEED A TOTAL OF 2,608 POSITIONS TO ACCOMPLISH 1615 DIRECT WORKYEARS. No Salary Saving should reflect the total positions needed to execute NSYD Portsmouth work at gaining activities, regardless of current or projected conditions at the gaining activities. Eliminations in Civilian Scenario Changes need to be reduced accordingly.

STANDARD FACTORS SCREEN ONE - PERSONNEL

Items: Average unemployment cost (\$/Week)
Unemployment Eligibility (Weeks)

COBRA Entry : Ave Unemployment cost (\$/Week) : 174
: Unemployment Eligibility(Weeks): 18

Recommended Entry : Ave Unemployment cost (\$/Week) : 198
Unemployment Eligibility(Weeks): 26

Discussion: The COBRA model application of standard DOD unemployment values is inappropriate for the NSYD Portsmouth region. In general, the New England region trails the rest of the country in economic recovery and has higher unemployment rates. In addition, NSYD Portsmouth is in the Boston Metropolitan high cost area and has higher wages and unemployment benefits than national averages.

The immediate NSYD Portsmouth area has experienced an even greater impact than other New England areas. BRAC 88 closed Pease AFB located in neighboring Portsmouth, NH. Since 1991, NSYD Portsmouth has conducted four Reductions-In-Force downsizing by more than 4200 employees.

Unfortunately, these recent downsizing have given us extensive experience in unemployment activities and enable us to produce accurate statistics to determine future rates and eligibilities. Because of the high wages of shipyard employees, Maine Unemployment officials report that all shipyard employees are assured of receiving the maximum rate of \$198 per week. The bleak employment outlook for this area, and particularly for employees seeking heavy industrial or shipbuilding employment, would indicate that a full 26 weeks of eligibilities will be paid.

STANDARD FACTOR SCREEN ONE - PERSONNEL

Item: Civilian Salary (\$/Year)

COBRA Entry : \$54,694
Recommended Entry : \$47,811

Discussion. The COBRA model uses a standard average civilian salary for government employees. Using this standard is not appropriate when accurate financial data is readily available, as is the case for NSYD Portsmouth. During the BRAC 95 Data Call collection period in 1994, NSYD Portsmouth was preparing its AFMB Budget for FY 96/97. This budget information was used for data call input such as Data Call 65. The budget submission shows an average annual FY 96 Civilian Salary (including government fringe contributions) of \$47,811. This information is readily available to Navy. Using any salary, other than a salary unique to the activity being considered in the model, will cause COBRA to produce inaccurate results. In NSYD Portsmouth's case the savings will be significantly overstated.

STANDARD FACTORS SCREEN ONE - PERSONNEL

Item: Priority Placement System (PPS) Actions involving PCS

COBRA Entry : 50%
Recommended Entry : 82%

Discussion: The COBRA model application of standard DOD values is inappropriate for NSYD Portsmouth. Because of recent experiences with four Reductions-In-Force since 1991, an accurate value for this standard is available. Of the 458 employees placed through PPS, 376 or 82% have received PCS because their new assignment is outside the commuting area of 50 miles. Unlike other areas with large concentrations of DOD activities, the NSYD Portsmouth area has few non-shipyard DOD jobs available.

STANDARD FACTORS SCREEN ONE - PERSONNEL

Item: Civilian New Hire Cost (\$)

COBRA Entry : 0
Recommended Entry : 5,000

Discussion: NSYD Portsmouth work is highly specialized resulting in high frontend technical, skills, safety, environmental and On-the-job training costs. In addition, security clearances are necessary at any activity who would receive our work. These costs must be incurred before any new hire can perform the direct workload transferred to gaining activities.

STANDARD FACTOR SCREEN TWO - FACILITIES

Item: Information Management Account

COBRA Entry : 0%
Recommended Entry : 2%

Discussion: The DOD standard value for this item does not allow any costs for communications involved with military construction or major renovations. Military construction program regulations are very clear on the subject of communications costs for telephone and ADP cabling/local area network installation. These costs are NOT included in the military construction project and must be funded above and beyond the project cost by the receiving activity. A review of recent NSYD Portsmouth construction projects show these costs to be 2% of the project costs.



COBRA REALIGNMENT SUMMARY (COBRA v4.04)

Data As Of 17:19 06/18/1993, Report Created 17:20 06/18/1993

Group :
 Service : NAVY
 Option Package : NSYD Norfolk

Starting Year : 1994
 Break Even Year: 1998 (Year 5)
 ROI Year : Immediate

Option NPV in 2013 (\$K) :-681,774
 Total One-Time Cost (\$K) : 303,737

	Net Costs (\$K) Constant Dollars						
	1994	1995	1996	1997	1998	1999	Beyond
Misn	0	0	5,100	36,387	36,387	36,387	36,387
Pers	-5,085	-15,378	-25,754	-30,976	-30,976	-30,976	-30,976
Ovhd	11,769	-18,641	-39,904	-94,987	-94,987	-94,987	-94,987
Cons	40,075	47,301	1,139	-18,261	-33,400	-30,700	0
Movg	693	693	33,785	25,000	0	0	0
Othr	2,640	-13,744	85,688	25,649	-30,406	0	0
TOT	50,092	231	60,054	-57,188	-153,382	-120,276	-89,576

	1994	1995	1996	1997	1998	1999	TOTAL
FORCE STRUCTURE REDUCTIONS							
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Civilian	-1,123	0	0	0	0	0	-1,123
POSITIONS ELIMINATED							
Officers	17	17	17	0	0	0	51
Enlisted	14	14	15	0	0	0	43
Civilian	178	178	178	0	0	0	534
PERSONNEL REALIGNMENTS							
Officers	0	0	33	0	0	0	33
Enlisted	0	0	333	0	0	0	333
Students	0	0	456	0	0	0	456
TOT MIL	0	0	822	0	0	0	822
Civilian	2,973	2,973	3,503	0	0	0	9,449
TOTAL	2,973	2,973	4,325	0	0	0	10,271

Summary:

 Close NSYD Norfolk

Data for Closure of NSYD Norfolk is new for Commission

NORFOLK AS A GOOCU OPERATION

File name: XSYnorf.CBR

COBRA REALIGNMENT SUMMARY (COBRA v4.04) - Page 2
 Data As Of 17:19 06/18/1993, Report Created 17:20 06/18/1993

Costs. (\$K)	Constant Dollars						
	1994	1995	1996	1997	1998	1999	Beyond
Misn	0	0	5,100	36,387	36,387	36,387	36,387
Pers	-15	-30	-116	-116	-116	-116	-116
Ovhd	11,769	-18,641	-39,904	-94,987	-94,987	-94,987	-94,987
Cons	53,495	47,301	6,739	6,739	0	0	0
Movg	693	693	33,785	25,000	0	0	0
Othr	2,640	2,956	97,288	25,649	-30,406	0	0
TOT	68,582	32,278	102,892	-1,328	-89,122	-58,716	-58,716

Savings (\$K)	Constant Dollars						
	1994	1995	1996	1997	1998	1999	Beyond
Misn	0	0	0	0	0	0	0
Pers	5,070	15,347	25,638	30,860	30,860	30,860	30,860
Ovhd	0	0	0	0	0	0	0
Cons	13,420	0	5,600	25,000	33,400	30,700	0
Movg	0	0	0	0	0	0	0
Othr	0	16,700	11,600	0	0	0	0
TOT	18,490	32,047	42,838	55,860	64,260	61,560	30,860

INPUT SCREEN ONE - GENERAL SCENARIO (COBRA v4.04)
Data As Of 17:19 06/18/1993, Report Created 17:20 06/18/1993

Group :
Service : NAVY
Option Package : NSYD Norfolk

Model Year One : FY 1994

Model does Time-Phasing of Construction/Shutdown: Yes

Base Name	Strategy:
-----	-----
FTCOMBATRACENLANT, VA	Realignment
Workload Transfers	Realignment
NSYD Norfolk, VA	Realignment
NSYD Puget Sound, WA	Realignment
NSYD Portsmouth NH, NH	Realignment
SUPSHIP Ports. VA, VA	Realignment
NSYD Pearl Harbor, HI	Realignment

Summary:
Close NSYD Norfolk

Data for Closure of NSYD Norfolk is new for Commission

NORFOLK AS A GOOCU OPERATION
File name: XSYnorf.CBR



Transfers from FTCOMBATRACENLANT, VA to NSYD Norfolk, VA

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from NSYD Norfolk, VA to FTCOMBATRACENLANT, VA

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	27	0	0	0
Enlisted:	0	0	153	0	0	0
Civilians:	0	0	472	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from NSYD Norfolk, VA to NSYD Puget Sound, WA

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	458	0	0	0
Suppt Eqpt (tons):	0	0	410	0	0	0
Mil Light Vehic:	0	0	1	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from NSYD Puget Sound, WA to NSYD Norfolk, VA

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from NSYD Norfolk, VA to SUPSHIP Ports. VA, VA

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	6	0	0	0
Enlisted:	0	0	180	0	0	0
Civilians:	0	0	58	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	50	0	0	0
Suppt Eqpt (tons):	0	0	150	0	0	0
Mil Light Vehic:	0	0	2	0	0	0
Heavy/Spec Vehic:	0	0	3	0	0	0

Transfers from SUPSHIP Ports. VA, VA to NSYD Norfolk, VA

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Name: FTCOMBATRACENLANT, VA

Homeowner Assistance Program: No
Unique Activity Information: No

Total Officer Employees:	329
Total Enlisted Employees:	2,540
Total Student Employees:	157
Percent of Military Families Living On Base:	11.3%
Total Civilian Employees:	532
Percent of Civilians Not Willing To Move:	6.5%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	2,235,394
Total Acreage on Base (Acres):	0
Officer Variable Housing Allowance (\$/Month):	202
Enlisted Variable Housing Allowance (\$/Month):	144
Per Diem Rate (\$/Day):	94
Freight Cost (\$/Ton/Mile):	0.16
Area Cost Factor:	0.92
RPMA Non-Payroll Costs (\$K/Year):	6,926
RPMA Payroll Costs (\$K/Year):	107
Communications Costs (\$K/Year):	0
Base Ops Non-Payroll Costs (\$K/Year):	12,803
Base Ops Payroll Costs (\$K/Year):	6,928
Family Housing Costs (\$K/Year):	2,361
CHAMPUS On-Base In-Patient Cost/Visit (\$):	0
CHAMPUS On-Base Out-Patient Cost/Visit (\$):	0
CHAMPUS Shift To Medicare	0.0%

Name: NSYD Norfolk, VA

Homeowner Assistance Program: Yes
Unique Activity Information: No

Total Officer Employees:	84
Total Enlisted Employees:	376
Total Student Employees:	456
Percent of Military Families Living On Base:	11.3%
Total Civilian Employees:	8,861
Percent of Civilians Not Willing To Move:	6.5%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	7,668,651
Total Acreage on Base (Acres):	0
Officer Variable Housing Allowance (\$/Month):	202
Enlisted Variable Housing Allowance (\$/Month):	144
Per Diem Rate (\$/Day):	94
Freight Cost (\$/Ton/Mile):	0.16
Area Cost Factor:	0.92
RPMA Non-Payroll Costs (\$K/Year):	26,671
RPMA Payroll Costs (\$K/Year):	236
Communications Costs (\$K/Year):	0
Base Ops Non-Payroll Costs (\$K/Year):	79,704
Base Ops Payroll Costs (\$K/Year):	54,170
Family Housing Costs (\$K/Year):	525
CHAMPUS On-Base In-Patient Cost/Visit (\$):	0
CHAMPUS On-Base Out-Patient Cost/Visit (\$):	0
CHAMPUS Shift To Medicare	0.0%

Name: NSYD Portsmouth NH, NH

Homeowner Assistance Program: No
Unique Activity Information: No

Total Officer Employees:	63
Total Enlisted Employees:	87
Total Student Employees:	0
Percent of Military Families Living On Base:	82.0%
Total Civilian Employees:	5,388
Percent of Civilians Not Willing To Move:	6.5%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	3,346,573
Total Acreage on Base (Acres):	0
Officer Variable Housing Allowance (\$/Month):	235
Enlisted Variable Housing Allowance (\$/Month):	176
Per Diem Rate (\$/Day):	90
Freight Cost (\$/Ton/Mile):	0.16
Area Cost Factor:	1.02
RPMA Non-Payroll Costs (\$K/Year):	21,618
RPMA Payroll Costs (\$K/Year):	233
Communications Costs (\$K/Year):	0
Base Ops Non-Payroll Costs (\$K/Year):	20,045
Base Ops Payroll Costs (\$K/Year):	35,791
Family Housing Costs (\$K/Year):	1,845
CHAMPUS On-Base In-Patient Cost/Visit (\$):	0
CHAMPUS On-Base Out-Patient Cost/Visit (\$):	0
CHAMPUS Shift To Medicare	0.0%

Name: NSYD Pearl Harbor, HI

Homeowner Assistance Program: No
Unique Activity Information: No

Total Officer Employees:	55
Total Enlisted Employees:	15
Total Student Employees:	0
Percent of Military Families Living On Base:	64.1%
Total Civilian Employees:	4,847
Percent of Civilians Not Willing To Move:	6.5%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	3,521,510
Total Acreage on Base (Acres):	0
Officer Variable Housing Allowance (\$/Month):	660
Enlisted Variable Housing Allowance (\$/Month):	540
Per Diem Rate (\$/Day):	160
Freight Cost (\$/Ton/Mile):	0.16
Area Cost Factor:	1.36
RPMA Non-Payroll Costs (\$K/Year):	13,173
RPMA Payroll Costs (\$K/Year):	1,446
Communications Costs (\$K/Year):	0
Base Ops Non-Payroll Costs (\$K/Year):	41,062
Base Ops Payroll Costs (\$K/Year):	30,362
Family Housing Costs (\$K/Year):	199
CHAMPUS On-Base In-Patient Cost/Visit (\$):	0
CHAMPUS On-Base Out-Patient Cost/Visit (\$):	0
CHAMPUS Shift To Medicare	0.0%

Name: NSYD Norfolk, VA

	1994	1995	1996	1997	1998	1999
1-Time Unique(\$K):	0	0	99,999	88,615	0	0
1-Time Moving(\$K):	0	0	30,892	0	0	0
Env Mitig Req(\$K):	0	0	0	0	0	0
Act Mism Cost(\$K):	0	0	0	0	0	0
Misc Rec Cost(\$K):	0	0	7,208	7,208	7,208	7,208

Property (Acres):	0	0	0	0	0	0
Property (\$K):	0	0	0	0	0	0

(Positive indicates buys, negative indicates sales)

Construc Sched(%):	0%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	0%	0%	0%	0%	0%

Constr Avoid (\$K):	13,420	0	5,600	25,000	33,400	30,700
FamHousAvoid (\$K):	0	0	0	0	0	0
Procur Avoid (\$K):	0	16,700	11,600	0	0	0

Facility Shut Down (SqFt): 6,794,806
 Percent of Family Housing ShutDown: 0.0%

Name: NSYD Puget Sound, WA

	1994	1995	1996	1997	1998	1999
1-Time Unique(\$K):	0	0	0	0	0	0
1-Time Moving(\$K):	0	0	0	0	0	0
Env Mitig Req(\$K):	0	0	0	0	0	0
Act Mism Cost(\$K):	0	0	0	0	0	0
Misc Rec Cost(\$K):	0	0	0	0	0	0

Property (Acres):	0	0	0	0	0	0
Property (\$K):	0	0	0	0	0	0

(Positive indicates buys, negative indicates sales)

Construc Sched(%):	0%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	0%	0%	0%	0%	0%

Constr Avoid (\$K):	0	0	0	0	0	0
FamHousAvoid (\$K):	0	0	0	0	0	0
Procur Avoid (\$K):	0	0	0	0	0	0

Facility Shut Down (SqFt): 0
 Percent of Family Housing ShutDown: 0.0%

Name: NSYD Pearl Harbor, HI

	1994	1995	1996	1997	1998	1999
	----	----	----	----	----	----
1-Time Unique(\$K):	0	0	0	0	0	0
1-Time Moving(\$K):	0	0	0	0	0	0
Env Mitig Req(\$K):	0	0	0	0	0	0
Act Misn Cost(\$K):	0	0	0	809	809	809
Misc Rec Cost(\$K):	0	0	0	0	0	0

Property (Acres):	0	0	0	0	0	0
Property (\$K):	0	0	0	0	0	0

(Positive indicates buys, negative indicates sales)

Construc Sched(%):	0%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	0%	0%	0%	0%	0%

Constr Avoid (\$K):	0	0	0	0	0	0
FamHousAvoid (\$K):	0	0	0	0	0	0
Procur Avoid (\$K):	0	0	0	0	0	0

Facility Shut Down (SqFt):	0
Percent of Family Housing ShutDown:	0.0%

Civilian FS Chg:	0	0	0	0	0	0
Officers Elim:	0	0	0	0	0	0
Enlisted Elim:	0	0	0	0	0	0
Civilians Elim:	0	0	0	0	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

Category:	Units:	Cost/UM(\$):
Horizontal	(SY)	42
Waterfront	(LF)	10,170
Air Operations	(SF)	112
Operational	(SF)	103
Administrative	(SF)	110
School Buildings	(SF)	116
Maintenance Shops	(SF)	94
Bachelor Quarters	(SF)	86
Family Quarters	(EA)	68,750
Covered Storage	(SF)	81
Dining Facilities	(SF)	160
Recreation Facilities	(SF)	107
Communications Facilities	(SF)	165
Shipyards Maintenance	(SF)	86
RDT & E Facilities	(SF)	122
POL Storage	(BL)	11
Ammunition Storage	(SF)	148
Medical Facilities	(SF)	145
Environmental	()	0
Optional Category A	()	0
Optional Category B	()	0
Optional Category C	()	0
Optional Category D	()	0
Optional Category E	()	0
Optional Category F	()	0
Optional Category G	()	0
Optional Category H	()	0
Optional Category I	()	0
Optional Category J	()	0
Optional Category K	()	0
Optional Category L	()	0
Optional Category M	()	0
Optional Category N	()	0
Optional Category O	()	0
Optional Category P	()	0