

**GENERAL DYNAMICS**  
Electric Boat

**AUG 15 2005**

Received

**John P. Casey**  
President

August 9, 2005

The Honorable Anthony J. Principi  
BRAC Commission  
Polk Building, Suites 600 and 625  
2521 South Clark Street  
Arlington, VA 22202

Dear Chairman Principi:

I was pleased to have the opportunity to testify before your commission on July 6 in Boston. I am writing this letter to reinforce the unique, tangible benefits provided to the United States by the co-location of Naval Submarine Base New London and the Electric Boat Corporation shipyard in Groton, Connecticut. Specifically, the failure of DoN-0033 base closure scenario to address the synergy between the SUBASE and our company will adversely impact the readiness and the future development of the submarine force, and our critical submarine industrial base.

Operational submarines and their crews, the tactical innovators of Submarine Development Squadron 12, and the instructors and training systems at Submarine School - all located in Groton - interact with Electric Boat's concept formulators, engineers, and designers on a daily basis. This Navy / industry synergy is critical to developing next-generation submarine designs as well as incorporating new technology into the existing fleet.

Specific examples of the synergies include but are not limited to:

- Approximately 300 skilled Electric Boat employees, who replaced over 500 military billets, are assigned to the Naval Submarine Support Facility, the Nuclear Regional Maintenance Department, and the floating dry-dock Shippingport to conduct cost-effective maintenance on the 18 nuclear submarines home ported in Groton. Electric Boat manages the Nuclear Regional Maintenance Department for the Navy, and maintains and operates the Shippingport. The co-location enables immediate surge capacity for specific engineering, planning and trade skills from the shipyard, as needed, to ensure fleet readiness.
- The availability of three nuclear certified graving docks at Electric Boat provides immediate access to the Navy for dry-dock services, a cost effective approach which eliminates the requirement to construct a new Navy-owned floating dry-dock. Electric Boat's dry-docks also enable the Navy to accomplish depot-level availabilities in the ships' Groton homeport, eliminating the costs to move sailors and their families, and greatly improving their quality of life.

75 Eastern Point Road  
Groton, CT 06340-4989  
Tel: 860 433 1985  
Fax: 860 433 1566  
jcasey@ebmail.gdeb.com

August 9, 2005

Page 2

- The Navy crews of submarines built by Electric Boat are integral to the construction and test process and are generally assigned to a vessel two years prior to delivery. The local submarine squadron and group command structure coordinate the training and qualifications required to safely conduct sea trials required prior to delivery. I would like to emphasize that the undersea environment -- where a nuclear-powered, acoustically invisible, shock tolerant submarine must operate -- is an environment that cannot otherwise sustain human life. Shipboard training is complemented with training facilities and instructors at the Submarine School and on modules being tested at Electric Boat. This has both improved submarine force readiness and minimized the time required to deployment.
- The entire submarine construction approach at Electric Boat is centered on a Design/Build process, wherein the design team not only includes traditional engineers and designers, but also shipyard production personnel and Navy operators, to ensure that our submarines can be built affordably and will perform optimally. The daily interaction of Electric Boat engineers and SUBASE personnel has resulted in new submarine designs and major design modifications that are more capable, more user-friendly, more easily maintainable, and -- less expensive. Continuation of this relationship will be a key enabler in our efforts to develop the advanced capabilities and future ship designs that will ensure the U.S. submarine force is positioned to meet constantly evolving challenges.
- Electric Boat is actively engaged in submarine maintenance and modernization in Groton. This added volume of work absorbs some of the fixed overhead associated with operating our world-class shipyard. We estimate that this overhead absorption has effectively lowered the cost of new-construction submarines by at least \$50 million per year. Electric Boat's co-location with SUBASE New London is vital to our future participation in submarine maintenance and modernization, and the continued realization of these savings on future new ship construction.

Together, Electric Boat and SUBASE New London are the Nation's submarine center of excellence. The close inter-relationship between the designers, builders, and operators of the Navy's submarines is unique to Groton, and is the product of 90 years of co-location. As the Government contemplates the future of the SUBASE, I urge you to carefully consider the submarine design, construction, and life cycle support capabilities inherent with Electric Boat, the unique synergy between Electric Boat and the New London Submarine Base, and the value this region delivers to the United States Navy.

Sincerely,



John P. Casey  
President

August 9, 2005  
Page 3

xc:       **The Honorable Christopher J. Dodd**  
          **The Honorable Joseph I. Lieberman**  
          **The Honorable M. Jodi Rell**  
          **The Honorable Robert R. Simmons**