

Date 7/24/05

Dear BRAC Commission Members,

I respectfully ask you to reverse the recommendation of the Secretary of Defense regarding closure of the New London Sub Base.

This base is an integral part of our community in southeastern Connecticut. The negative impact of closure on our local and state economy far exceeds the documented benefit to relocate our defense installations.

Thank you for your work and your consideration.

Sincerely,



Astrea Hupfel
231 Great Neck Rd
Waterford, CT 06385-3823

Name _____

BRAC Commission

Signature _____

JUL 28 2005

Address Astrea S. Hupfel

City _____

State _____ Zip _____

Received

Date 7/26/05

Dear BRAC Commission Members,

I respectfully ask you to reverse the recommendation of the Secretary of Defense regarding closure of the New London Sub Base.

This base is an integral part of our community in southeastern Connecticut. The negative impact of closure on our local and state economy far exceeds the documented benefit to relocate our defense installations.

Thank you for your work and your consideration.

Sincerely, Please review these recommendations,

Name Charles J. Pistuna

Signature Charles J. Pistuna

Address 69 Shore Drive

City Waterford

State CT Zip 06385

Carefully ^{BRAC Commission}

JUL 28 2005

Received

Date 7-26-05

Dear BRAC Commission Members,

I respectfully ask you to reverse the recommendation of the Secretary of Defense regarding closure of the New London Sub Base.

This base is an integral part of our community in southeastern Connecticut. The negative impact of closure on our local and state economy far exceeds the documented benefit to relocate our defense installations.

Thank you for your work and your consideration.

Sincerely,

BRAC Commission

Name JOHN F. HANCOCK JR

JUL 28 2005

Signature *John F. Hancock Jr*

Received

Address 85 Mullen Hill Rd

City Waterford, Conn 06385

State CT Zip 06385-1910

Date July 23, 2005

Dear BRAC Commission Members,

I respectfully ask you to reverse the recommendation of the Secretary of Defense regarding closure of the New London Sub Base.

This base is an integral part of our community in southeastern Connecticut. The negative impact of closure on our local and state economy far exceeds the documented benefit to relocate our defense installations.

Thank you for your work and your consideration.

Sincerely,

BRAC Commission

Name Nancy O. Moreland

JUL 28 2005

Signature Nancy O. Moreland

Received

Address 45 Westwood Drive

City Waterford

State CT Zip 06385

Date 07-25-05

Dear BRAC Commission Members,

I respectfully ask you to reverse the recommendation of the Secretary of Defense regarding closure of the New London Sub Base.

This base is an integral part of our community in southeastern Connecticut. The negative impact of closure on our local and state economy far exceeds the documented benefit to relocate our defense installations.

Thank you for your work and your consideration.

Sincerely,

BRAC Commission

Name David F. Mathis

JUL 28 2005

Signature David F. Mathis

Received

Address 120 Spithead Rd

City Waterford

State CT Zip 06385

Date July 23, 2005

Dear BRAC Commission Members,

I respectfully ask you to reverse the recommendation of the Secretary of Defense regarding closure of the New London Sub Base.

This base is an integral part of our community in southeastern Connecticut. The negative impact of closure on our local and state economy far exceeds the documented benefit to relocate our defense installations.

Thank you for your work and your consideration.

Sincerely,

BRAC Commission

JUL 28 2005

Received

Name ANTANAS A. Aidukas

Signature *Antanas A. Aidukas*

Address 25 Denmark DR

City WATER FORD

State CT Zip 06385

July 27, 2005

BRAC Commission

The Honorable Anthony J. Principi – Chairman
2005 Base Closure and Realignment Commission
2521 Clark Street, Suite 600
Arlington, VA 22203

JUL 28 2005

Received

Dear Chairman Principi:

I am writing to personally comment on the recommendation to close Submarine Base New London. I am concerned that this recommendation is extremely shortsighted and based on incomplete analysis. It does not adequately consider the synergistic relationship of the fleet with Electric Boat, the negative impact on the submarine industrial base and the resultant cost impacts on new construction submarines. I provide these comments based on my direct experience as an active duty submariner and as the former President of Electric Boat from 1995 until 2000.

The degree of integration between the operational fleet and repair community, the training and tactical development commands and Electric Boat designers, engineers and hands-on constructors and maintainers is unique within the military – industrial complex. The complexity of the nuclear submarine has driven certain aspects of this relationship, as well as the proximity of the two organizations, but much of this interaction has resulted from the professional commitment of both organizations to enhancing submarine warfare, while maintaining submarine and nuclear safety.

Direct operational feedback and understanding of future requirements has allowed EB to reflect these factors into design upgrades and new construction activities. Numerous examples of this synergy have been presented by the U.S. Navy, Electric Boat and other witnesses before the commission. There is a qualitative aspect of these activities that is very hard to quantify, but they have clearly helped maintain the U. S. submarine force as the world's premier undersea fighting force. Electric Boat's recent role in the various aspects of the regional repair market has resulted in significant operations and Maintenance (O&MN) and new construction (SCN) savings for the Navy.

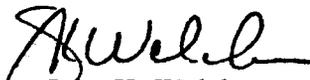
The submarine industrial base that supports the U.S. Navy today is very specialized and to a large degree very dependent on the combined submarine engineering, repair and new construction market for its very existence. At a production rate of only one submarine per year, this base is extremely fragile. Any action that causes a major shift in this work volume has a significant impact that is felt across the industrial base (shipbuilders and suppliers) and cannot be taken in isolation.

The removal of all SUBASE New London repair work will have a direct impact on the cost of new construction submarines at Electric Boat and negatively impact the critical mass of skilled workers on the Groton waterfront. John Casey (President of Electric Boat) identified a minimum of \$50 million of unabsorbed overhead costs (per year) that will result from the loss of this homeport repair work. These increased costs will be borne by the government and should be evaluated as a direct cost of relocating this repair work, not to mention its overall impact on the competitive posture and future viability of the submarine industrial base.

Unfortunately, the recommended closing of the submarine base has been done in isolation and has not considered the full impact on new construction programs or the industrial base. This recommendation appears flawed and should be overturned by the Commission.

Thank you for your consideration.

Very Sincerely Yours,


John K. Welch

1328 Skipwith Road
McLean, VA 22101

jkwelch@cox.net
