

NEIL ROLDE
Chairman



SEACOAST SHIPYARD ASSOCIATION

Post Office Box 1123
Portsmouth, NH 03802-1123
Tel. & Fax (603) 433-1157

JANUARY 2005

PORTSMOUTH NAVAL SHIPYARD – ECONOMIC IMPACT – CY 2004

CIVILIAN PAYROLL: \$318,329,729

<u>STATE</u>	<u>PAYROLL</u>	<u>*ACTUAL NUMBER OF EMPLOYEES</u>	<u>NUMBER OF EMPLOYEES PAID</u>
Maine	\$185,476,167	2,771	2,951
New Hampshire	122,635,908	1,878	2,008
Massachusetts	7,278,837	107	115
Other States	2,938,817	47	49
Totals	\$318,329,729	** 4,803	5,123

*The employment level for 2004 was 4,803. The number of employees paid (5,123) is greater since in some cases more than one person occupied the same job during 2004

** 4,803 includes: Shipyard – 4,513, SUBMEPP – 210, NMQAO – 27, and Naval Medical Clinic – 46.

MILITARY PAYROLL: \$29,349,581

Navy: \$16,835,997

Coast Guard: \$12,513,584

PURCHASED GOODS & SERVICES – (SUPPLY DEPARTMENT): \$49,469,785

Of this, \$30,773,431 went to New England States:

Massachusetts	\$ 6,206,822	Maine	\$ 2,264,930
New Hampshire	3,552,392	Rhode Island	383,954
Connecticut	18,203,736	Vermont	161,598

CONTRACTED FACILITY SERVICES – (PUBLIC WORKS DEPT): \$46,418,335

Includes:

Maintenance/Alterations/Support: \$32,261,052

Utilities (natural gas/fuel oil/water/sewer/electricity/communications): \$14,157,283

PAST YEARS' COMPARISON:

	<u>Employment Level</u>	<u>Civilian Payroll</u>	<u>Military Payroll</u>	<u>Purchases (Supply)</u>	<u>Contracts (Public Works)</u>
CY 2004	4,803	\$318,329,729	29,349,581	49,469,785	46,418,335
CY 2003	4,597	283,829,725	16,165,144	51,294,530	46,250,980
CY 1998	3,648	192,008,527	12,705,138	39,620,496	25,618,115
CY 1989	8,700	268,409,364	28,600,000	60,000,000	---

DEDICATED TO THE WELFARE AND DEVELOPMENT OF PORTSMOUTH NAVAL SHIPYARD

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DEDICATED TO THE WELFARE AND DEVELOPMENT OF PORTSMOUTH NAVAL SHIPYARD

July 21, 2005

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

BRAC Commission

JUL 26 2005

Received

Dear Commissioner Hansen,

I am writing to make a plea to the BRAC commission to think hard before leaving the PNSY on the base closure list. I realize that everyone feels very strongly about their shipyard when they are faced with the horrendous possibility of losing their livelihood.

I have a great connection to this navy yard. I am a navy brat, and my dad was stationed at PNSY in the 70's. I spent my high school and college years living on this base. I worked at the officer's club. I was married in the base chapel. My dad was shipyard commander in the mid to late 70's. (So, you may have figured out that my dad is Captain McDonough). I have watched with pride how hard he has worked to keep this shipyard opened. This has been the fight of his life. He is in his mid 70's and he should be retired, golfing, traveling and enjoying his leisure time. However, he is obsessed with fighting to keep our shipyard opened. He is working more now than before retirement.

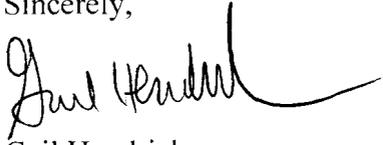
My husband's family has 6 generation that have made their living from the shipyard. The 6 generations span from his great-great grandfather, to our son, who just graduated in June from the apprentice program. As I sat at our son's graduation, I looked at the 40 or so graduates who are the cream of the crop. Where will they go if PNSY closes? I have watched my son be sent all over the country to work at other shipyards during his apprenticeship. He has been to California, Connecticut and Virginia. He loves his job, and has been lucky enough to be able to afford to buy a house in the area. He is a Maine boy, and has lived here all his 25 years. His roots are here. I would hate to see him have to go elsewhere to find a job. And who will hire him? His skills are so specialized. I had not been on the navy yard for many years, because I am civilian, and don't have access to PNSY anymore. It was with great pride I drove around and remembered all the years that it had touched my life.

I was in Boston on July 6th. I was so impressed with the turn out in support of PNSY. I appreciate the commission taking the time to listen to our Senators and Congressmen defend the best shipyard in the United States. I think the facts are there for you to evaluate. We overhaul submarines better, faster and cheaper than any other shipyard. Why would you close us down? If the reason for realignment and closer is to cut costs, then closing PNSY just doesn't make sense.

Please, keep an open mind when you make the final decision on what military bases are slated for closure. Look at the facts that have been presented to you and do what is best for our country's security.

Thanks you for taking on this project. I am sure it is very hard for you to know that you hold our future in your hands. I am very hopeful that when the BRAC list is presented to President Bush in September, PNSY is not among those listed to be closed.

Sincerely,

A handwritten signature in black ink, appearing to read "Gail Hendrickson", with a long, sweeping horizontal flourish extending to the right.

Gail Hendrickson
23 Lynch Lane
Kittery Point, ME 03905q

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Chairman



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DEDICATED TO THE WELFARE AND DEVELOPMENT OF PORTSMOUTH NAVAL SHIPYARD

July 21, 2005

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

BRAC Commission

JUL 26 2005

Received

Dear Commissioner Gehman, Jr.,

I am writing to make a plea to the BRAC commission to think hard before leaving the PNSY on the base closure list. I realize that everyone feels very strongly about their shipyard when they are faced with the horrendous possibility of losing their livelihood.

I have a great connection to this navy yard. I am a navy brat, and my dad was stationed at PNSY in the 70's. I spent my high school and college years living on this base. I worked at the officer's club. I was married in the base chapel. My dad was shipyard commander in the mid to late 70's. (So, you may have figured out that my dad is Captain McDonough). I have watched with pride how hard he has worked to keep this shipyard opened. This has been the fight of his life. He is in his mid 70's and he should be retired, golfing, traveling and enjoying his leisure time. However, he is obsessed with fighting to keep our shipyard opened. He is working more now than before retirement.

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Thanks you for taking on this project. I am sure it is very hard for you to know that you hold our future in your hands. I am very hopeful that when the BRAC list is presented to President Bush in September, PNSY is not among those listed to be closed.

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Gail Hendrickson
23 Lynch Lane
Kittery Point, ME 03905q

July 20, 2005

BRAC Commission

JUL 26 2005

Received

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

Dear Commissioner Coyle,

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

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

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

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

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

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

Thank You,



July 20, 2005

JUL 26 2005

Received

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

Dear Commissioner Newton,

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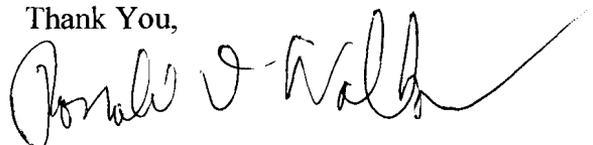
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Thank You,



Dana Stairs
P.O. Box 541
Rollinsford, NH 03869

BRAC Commission

July 22, 2005

JUL 26 2005

Received

Dear Commissioner Hill:

I am writing today on behalf of retaining the Portsmouth Naval Shipyard but I would also like to thank you for your efforts in running the 2005 BRAC Commission review in an open and professional manner.

It is unfortunate that you have not had a chance to meet our team either at the shipyard or in Boston. You would have been able to see first hand why this issue is different in effect, both locally and nationally, from closure of a military base manned mainly by military personnel. Closing Portsmouth is a decision that we do not need this nuclear capable, Navy operated shipyard ever. This facility has been 200 years in the making and is not transportable. The center of the issue is the future force size and the industrial capacity needed to maintain that force. The projected workload over the years has always been uncertain with long term plans in constant flux as the fleet supports its operational commitments. As you have been shown, the Navy consistently underestimates its future needs but has always had the capacity to compensate for this in the past. I do not believe the reality of this is honestly understood at the higher levels of Navy and DoD.

Sincerely,


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July 20, 2005

BRAC Commission

The Honorable Anthony J. Principi – Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
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Dear Commissioner Bilbray:

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Dana Stairs

July 21, 2005

BRAC Commission

JUL 26 2005

Dear Commissioner Turner,

Received

I work at the Portsmouth Naval Shipyard and have for thirty two years and am a second generation shipyard worker. I have seen the shipyard go through many adversities but am proud to say that WE are survivors because we care about what we do, how we do it and most of all, we care about each other. The Portsmouth Naval Shipyard is the best for a reason, We Care! We care about our work, we care about saving taxpayer's (our) money, and we care about our country.

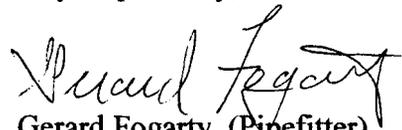
The war on terror is first and foremost on our minds. We are sending many of our young men and women to war and want nothing but the best equipment for them because we want them home safe. The shipyard has a great SUBSAFE program and has won the first in the nation VPP safety award. I'm sure by now, you are familiar with all that we have achieved.

Our history is long and at times unbelievable. During World War II when my dad worked here, we were building submarines and launching them at an unbelievable pace. That determination and pride in what we do was instilled by our parents and grandparents and we will continue to do the same for our children.

I just want you to know that it would be an unbelievable travesty to shut us down. We not only work at PNS but are sent to many places at other shipyards to help them get on track with their overhauls so that they too can get the subs out and on patrol to protect us and our country from our enemies.

Please Commissioner Turner, help us continue to fight our enemies of the world.

Very respectfully,



Gerard Fogarty (Pipefitter)

14 Tall Pine Road

Berwick, Maine 03901

Dana Stairs
P.O. Box 541
Rollinsford, NH 03869
BRAC Commission

July 22, 2005

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Dear Commissioner Skinner:

I am writing today on behalf of retaining the Portsmouth Naval Shipyard but I would also like to thank you for your efforts in running the 2005 BRAC Commission review in an open and professional manner.

I am glad you have had the opportunity to meet our team in Boston and now to see the shipyard as well. You will be able to see first hand why this issue is different in effect, both locally and nationally, from closure of a military base manned mainly by military personnel. Closing Portsmouth is a decision that we do not need this nuclear capable, Navy operated shipyard ever. The center of the issue is the future force size and the industrial capacity needed to maintain that force. The projected workload over the years has always been uncertain with long term plans in constant flux as the fleet supports its operational commitments. As you have been shown, the Navy consistently underestimates its future needs but has always had the capacity to compensate for this in the past. I do not believe the reality of this is honestly understood at the higher levels of Navy and DoD.

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Rollinsford, NH 03081
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**Portsmouth
Naval Shipyard**

BRAC Commission

JUL 26 2005

Received

July 21, 2005

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

Dear Commissioner Bilbray,

Greetings from the best, most cost effective and safest shipyard, that deliveries submarines back to the fleet, in record time, with the best quality, in the shortest time schedule. Please take time in consideration of our closure. I feel that in the long run, to close a nuclear shipyard is not in the best interest of our nations safety. Our type of service, dry docks and nuclear license cannot easily replicated. Our devotion, perseverance and commitment to our jobs cannot easily be replaced. Once gone, our shipyard and its history is forever gone, never to be replaced.

On a personal note, my husband and I both work here at the PNSY. My grandfather retired from the PNSY. My husband's grandfather died on the PNSY. Our pride and history run deep, our service to the navy and our submarines cannot be replicated.

Sincerely,



One of your dedicated shipyard workers.

Dear Commissioner Principi,

JUL 26 2005

I am writing to you to express my sincere concern that the Portsmouth Naval Shipyard is being considered for closure. I feel extremely nervous that our nation would choose to close what by everyone's assessment is the best in the Nation.

The workers at the shipyard have worked hard to earn the awards they have been given and they have saved this country millions of dollars and will continue if allowed to put out submarines that are top notch quality that keep our young men safe while they are at sea and gets them out to sea instead of in a dry dock somewhere.

Please don't tell the hard working men and women at the shipyard that this country will settle for less than the best when it comes to the safety of our young men and women at sea . That not only sets a terrible example around the country but certainly would affect the Nations ability to get new recruits to join our submarine fleets.

My husband works at the shipyard and he has always been very proud to work there. He is of retirement age and in fact he could have retired three years ago but the fact that it has been a very interesting place to work has kept him there. If the shipyard closes we will personally be ok but the precedence that it will set in our country that we will settle for less than the best when it comes to the safety of our Nation.

I also would like to mention that the workers at the shipyard are such ~~such~~ quality that right now they are being asked to go to Pearl Harbor to help them with their nuclear license, if these workers are lost they will scatter to other jobs that will not include working for the military after all why work so hard for the military if they dismiss you even though you have done your very best to become the very best.

Thank You for your time and Thank You for serving the Country in the position you have taken on. I trust you will see the importance in keeping the Portsmouth naval Shipyard open for the future of our Country.

Respectfully, Edwina Fogarty, Berwick Maine

3 Alewife Farms Road
Kennebunk, Maine 04043

July 22, 2005
BRAC Commission

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

I am writing to voice my support for the Portsmouth Naval Shipyard. PNS is home to many knowledgeable employees, who work diligently to provide top performance in the Navy. While setting the Navy standards for cost, quality, schedule and safety, our shipyard is also prepared to provide emergency services to our community and nation, I urge you to preserve this exceptional shipyard.

Officially established in 1800, PNS is the oldest continuously operated public naval shipyard. Over the past two centuries, PNS has maintained a wealth of highly trained professionals and has repeatedly used its innovative and exceptionally skilled workforce to efficiently realign itself with the missions of the Navy. PNS has long been a premiere shipyard in the Naval community. Under the Navy's "One Shipyard" transformation initiative, PNS leads all nuclear submarine maintenance; including work practices, business processes and management techniques. PNS is actively involved in mentoring other shipyards, both public and private, in planning and mission execution. PNS continuously provides knowledge, expertise and industrial process improvement plans that greatly benefit shipyards across the nation.

Portsmouth Naval Shipyard undoubtedly delivers the finest service and leadership of any naval shipyard and is far too vital for the Navy to close. Please support the continuation of efficiency and effectiveness in our military by keeping Portsmouth Naval Shipyard open. We cannot afford to lose our shipyard and I sincerely encourage you to recognize its importance to keep it open and active, and serving our nation proudly.

Sincerely yours,



Deborah Blunt

3 Alewife Farms Road
Kennebunk, Maine 04043
July 22, 2005

General James T. Hill, USA (Ret)
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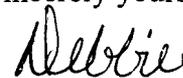
Dear Commissioner Hill:

I am writing to voice my support for the Portsmouth Naval Shipyard. PNS is home to many knowledgeable employees, who work diligently to provide top performance in the Navy. While setting the Navy standards for cost, quality, schedule and safety, our shipyard is also prepared to provide emergency services to our community and nation, I urge you to preserve this exceptional shipyard.

Officially established in 1800, PNS is the oldest continuously operated public naval shipyard. Over the past two centuries, PNS has maintained a wealth of highly trained professionals and has repeatedly used its innovative and exceptionally skilled workforce to efficiently realign itself with the missions of the Navy. PNS has long been a premiere shipyard in the Naval community. Under the Navy's "One Shipyard" transformation initiative, PNS leads all nuclear submarine maintenance; including work practices, business processes and management techniques. PNS is actively involved in mentoring other shipyards, both public and private, in planning and mission execution. PNS continuously provides knowledge, expertise and industrial process improvement plans that greatly benefit shipyards across the nation.

Portsmouth Naval Shipyard undoubtedly delivers the finest service and leadership of any naval shipyard and is far too vital for the Navy to close. Please support the continuation of efficiency and effectiveness in our military by keeping Portsmouth Naval Shipyard open. We cannot afford to lose our shipyard and I sincerely encourage you to recognize its importance to keep it open and active, and serving our nation proudly.

Sincerely yours,



Deborah Blunt

**Portsmouth
Naval Shipyard**

BRAC Commission

JUL 26 2005

Received

July 21, 2005

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

Dear Commissioner Gehman,

Greetings from the best, most cost effective and safest shipyard, that deliveries submarines back to the fleet, in record time, with the best quality, in the shortest time schedule. Please take time in consideration of our closure. I feel that in the long run, to close a nuclear shipyard is not in the best interest of our nations safety. Our type of service, dry docks and nuclear license cannot easily replicated. Our devotion, perseverance and commitment to our jobs cannot easily be replaced. Once gone, our shipyard and its history is forever gone, never to be replaced.

On a personal note, my husband and I both work here at the PNSY. My grandfather retired from the PNSY. My husband's grandfather died on the PNSY. Our pride and history run deep, our service to the navy and our submarines cannot be replicated.

Sincerely,



One of your dedicated shipyard workers.

**Portsmouth
Naval Shipyard**

BRAC Commission

JUL 26 2005

July 21, 2005

Received

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

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Sincerely,



One of your dedicated shipyard workers.

BRAC Commission

July 21, 2005
JUL 26 2005

Received

Dear Commissioner Bilbray,

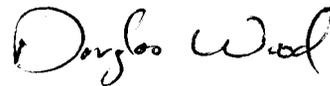
I am an employee at the Portsmouth Naval Shipyard, however, I am not writing out of concern for my job. I am writing as an American citizen out of concern for the defense of our country.

Although today's threat is terrorism, and attack submarines are not the weapon of choice to combat that, it seems to me very shortsighted to think that tomorrow's threat may not be some other enemy, building a formidable navy, which we must one day confront. The drydocks, piers, and other infrastructure at Portsmouth Naval Shipyard are a national asset that the nation cannot afford to give away. Close it and it is gone forever. We have already given away Mare Island, Charleston, Long Beach, and others, and we may all live to regret doing that. We should preserve all that we have left to service our great Navy.

You have listened intently to the facts presented concerning superior performance in safety, cost savings, schedule, and quality at Portsmouth. This performance is due to the most valuable national asset of all - the people at Portsmouth. I can tell you from personal experience that there is patriotism and pride here, from doing good work for the Navy, that will never be matched.

I have also listened intently to the proceedings of the DOD and the BRAC commission over the past several weeks. I am encouraged that what I have observed from the BRAC commission appears to be the actions of a truly independent body, attempting to sort out the truth, to act in the best interest of the nation. I commend you for your diligence with a very difficult, and extremely important, job.

Sincerely,



Douglas Wood
Wells, Maine

**Portsmouth
Naval Shipyard**

BRAC Commission

JUL 26 2005

July 21, 2005

Received

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

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Sincerely,

Donna Shephard

One of your dedicated shipyard workers.

BRAC Commission
July 21, 2005

JUL 26 2005

Dear Commissioner Coyle,

Received

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Douglas Wood
Wells, Maine

**Portsmouth
Naval Shipyard**

BRAC Commission

July 21, 2005

JUL 26 2005

Received

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

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Sincerely,

Dona B. Shephard

One of your dedicated shipyard workers.

**Maurene R. Keough
43 Mast Road Extension - Unit #1
Ford's Landing Condominiums
Dover, NH 03820**

BRAC Commission

JUL 26 2005

Received

July 21, 2005

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

Attn: Commissioner Philip Coyle

Dear BRAC Commissioner Coyle:

RE: Recommended Closure of Portsmouth Naval Shipyard

This letter is in support of the Portsmouth Naval Shipyard in Kittery, ME.

I do not work there nor do I have a friend or relative employed there.

I'm supporting the Portsmouth Naval Shipyard because it makes good sense.

You've heard the skewed numbers and figures from the US Navy and GAO. You've heard the corrected numbers from representatives from NH and ME and the shipyard.

I want to emphasize that the Portsmouth Naval Shipyard:

1. Completes work on time and even ahead of schedule.
2. Completes work under budget,
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4. Has an outstanding safety record.
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There had already been much discussion about Pearl Harbor versus Portsmouth.
My thinking is:

It does not have to be either one or the other. Both should remain open.

I see the two as separate facilities filling different niches of the ship repair market.

I see Pearl Harbor as the repair facility for the Pacific fleet dealing with North Korea.

I see Portsmouth as the preeminent East Coast repair facility for the naval fleet guarding the North Atlantic and with quicker access to and from the Middle East and Europe.

There is great controversy regarding overcapacity now and for the future. With threats from North Korea and the Middle East, I really question whether or not the United States should even be entertaining thoughts of downsizing military facilities by number or size.

Too many military facilities in New England have been closed—Otis, Pease, Loring, etc.

Neal H. Stacy BRAC Commission
75 Longhill Road
Dover, New Hampshire 03820
July 21, 2005

JUL 26 2005

Received

Dear Commissioner Turner,

My name is Neal Stacy. I am a welding engineer with 26 years experience at Portsmouth Naval Shipyard. Please allow me to present my opinions on the present state of the BRAC process. I do not intend to go on about the jobs and income lost or other economic factors, nor will I go on about red and blue states. I believe you have had enough of that! There are, however, some issues I believe have not been covered appropriately up to this point.

On May 13, my colleagues and I were very disappointed that PNS was slated for closure. Beyond that, we were shocked to learn that Sub Base New London was also on the closure list. The combined closure of these facilities is a slap in the face to the submarine service. ~~In my biased opinion, the strategy of fewer submarines is a~~

I believe that New England and the Northeast are already militarily under-protected.

Since 2001, I've wondered if the decision to hijack planes from Logan International Airport for the 9-11 attack on NYC was connected to a perceived idea that there wouldn't be USAF fighter jets in the Greater Boston area that could intercept and/or shoot them down before they accomplished their mission.

As you make your decision, also bear in mind that:

1. Closure of any facility costs millions of dollars.
2. Closure of a facility is an irreversible action.

Very truly yours,



Maureen R. Keough
A Very Concerned Citizen

BRAC Commission

**Maurene R. Keough
43 Mast Road Extension - Unit #1
Ford's Landing Condominiums
Dover, NH 03820**

JUL 26 2005

Received

July 21, 2005

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

Attn: Commissioner General Lloyd W. Newton

Dear BRAC Commissioner General Newton:

RE: Recommended Closure of Portsmouth Naval Shipyard

This letter is in support of the Portsmouth Naval Shipyard in Kittery, ME.

I do not work there nor do I have a friend or relative employed there.

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Maureen R. Keough
A Very Concerned Citizen

Neal H. Stacy
75 Longhill Road
Dover, New Hampshire 03820
July 21, 2005

BRAC Commission

JUL 26 2005

Received

Dear Commissioner Skinner,

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This week we learned that our colleagues at Pearl Harbor Naval Shipyard will not have to endure the pain of BRAC. That is a positive thing for Portsmouth, not a negative one as we are part of the same team and complement each other. The myth of "excess capacity" is just that in our unstable world. To permanently lose the drydock and/or repair ability of any facility, public or private, is certain folly. The BRAC recommendations were expected to make changes away from the Cold War setup leading to a force structure able to meet the needs of "our present and future situation." The DOD has come on line and said that PNS and SUBBASE NLON will never be needed again. That is similar to saying the world will never change again. This just doesn't pass the common sense test for me.

Finally, DOD expects a high percentage of us efficient PNS workers to pick up stakes and move wherever they want us to go. It has become clear that only a low percentage will be willing to relocate to Norfolk, King's Bay or Puget. From a military culture standpoint, I can see this attitude surprises some. But from the position of a died-in-the-wool Yankee with very deep roots, I do not see the appeal of uprooting my family and taking off to a place of great cultural, meteorological, and density difference. We like living here, and that is one of the reasons why we do our job so well. Send us somewhere else, and I'm afraid you will be disappointed with the results.

It appears the DOD BRAC recommendations were made in a manner that a large corporation would downsize to save money or to provide greater stockholder dividends. While we should run an efficient organization and give the taxpayer a fair return, a strong national defense cannot be successfully operated in this bottom-line manner.

Thank you for your time,



Neal H. Stacy

Neal H. Stacy
75 Longhill Road
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July 21, 2005

BRAC Commission

JUL 26 2005

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75 Longhill Road BRAC Commission
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July 21, 2005

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Neal H. Stacy

BRAC Commission

**Maurene R. Keough
43 Mast Road Extension - Unit #1
Ford's Landing Condominiums
Dover, NH 03820**

JUL 26 2005

Received

July 21, 2005

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

Attn: Commissioner General James T. Hill

Dear BRAC Commissioner General Hill:

RE: Recommended Closure of Portsmouth Naval Shipyard

This letter is in support of the Portsmouth Naval Shipyard in Kittery, ME.

I do not work there nor do I have a friend or relative employed there.

I'm supporting the Portsmouth Naval Shipyard because it makes good sense.

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I want to emphasize that the Portsmouth Naval Shipyard:

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There is great controversy regarding overcapacity now and for the future. With threats from North Korea and the Middle East, I really question whether or not the United States should even be entertaining thoughts of downsizing military facilities by number or size.

Too many military facilities in New England have been closed—Otis, Pease, Loring, etc.

I believe that New England and the Northeast are already militarily under-protected.

Since 2001, I've wondered if the decision to hijack planes from Logan International Airport for the 9-11 attack on NYC was connected to a perceived idea that there wouldn't be USAF fighter jets in the Greater Boston area that could intercept and/or shoot them down before they accomplished their mission.

As you make your decision, also bear in mind that:

1. Closure of any facility costs millions of dollars.
2. Closure of a facility is an irreversible action.

Very truly yours,

A handwritten signature in black ink that reads "Maureen R. Keough". The signature is written in a cursive, flowing style.

Maureen R. Keough
A Very Concerned Citizen

**Maurene R. Keough
43 Mast Road Extension - Unit #1
Ford's Landing Condominiums
Dover, NH 03820**

Jul 20 2005
Received

July 21, 2005

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

Attn: Commissioner James V. Hansen

Dear BRAC Commissioner Hansen:

RE: Recommended Closure of Portsmouth Naval Shipyard

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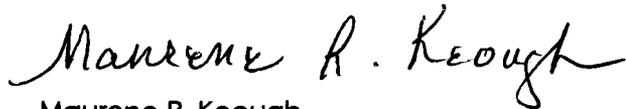
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A Very Concerned Citizen

BRAC Commission

**Maurene R. Keough
43 Mast Road Extension - Unit #1
Ford's Landing Condominiums
Dover, NH 03820**

JUL 28 2005

Received

July 21, 2005

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

Attn: Commissioner Brigadier General Sue E. Turner

Dear BRAC Commissioner Brigadier General Turner:

RE: Recommended Closure of Portsmouth Naval Shipyard

This letter is in support of the Portsmouth Naval Shipyard in Kittery, ME.

I do not work there nor do I have a friend or relative employed there.

I'm supporting the Portsmouth Naval Shipyard because it makes good sense.

You've heard the skewed numbers and figures from the US Navy and GAO. You've heard the corrected numbers from representatives from NH and ME and the shipyard.

I want to emphasize that the Portsmouth Naval Shipyard:

1. Completes work on time and even ahead of schedule.
2. Completes work under budget,
3. Produces work of the highest quality.
4. Has an outstanding safety record.
5. Is a strategically located East Coast facility.

There had already been much discussion about Pearl Harbor versus Portsmouth.
My thinking is:

It does not have to be either one or the other. Both should remain open.

I see the two as separate facilities filling different niches of the ship repair market.

I see Pearl Harbor as the repair facility for the Pacific fleet dealing with North Korea.

I see Portsmouth as the preeminent East Coast repair facility for the naval fleet guarding the North Atlantic and with quicker access to and from the Middle East and Europe.

There is great controversy regarding overcapacity now and for the future. With threats from North Korea and the Middle East, I really question whether or not the United States should even be entertaining thoughts of downsizing military facilities by number or size.

Too many military facilities in New England have been closed—Otis, Pease, Loring, etc.

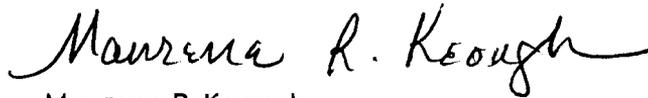
I believe that New England and the Northeast are already militarily under-protected.

Since 2001, I've wondered if the decision to hijack planes from Logan International Airport for the 9-11 attack on NYC was connected to a perceived idea that there wouldn't be USAF fighter jets in the Greater Boston area that could intercept and/or shoot them down before they accomplished their mission.

As you make your decision, also bear in mind that:

1. Closure of any facility costs millions of dollars.
2. Closure of a facility is an irreversible action.

Very truly yours,

A handwritten signature in black ink that reads "Maureen R. Keough". The signature is written in a cursive, flowing style.

Maureen R. Keough
A Very Concerned Citizen

**Maurene R. Keough
43 Mast Road Extension - Unit #1
Ford's Landing Condominiums
Dover, NH 03820**

JUL 26 2005

Received

July 21, 2005

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

Attn: Commissioner Samuel K. Skinner

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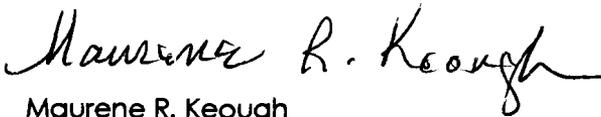
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Maureen R. Keough
A Very Concerned Citizen

Neal H. Stacy
75 Longhill Road
Dover, New Hampshire 03820
July 21, 2005

BRAC Commission

JUL 26 2005

Dear Commissioner Bilbray,

Received

My name is Neal Stacy. I am a welding engineer with 26 years experience at Portsmouth Naval Shipyard. Please allow me to present my opinions on the present state of the BRAC process. I do not intend to go on about the jobs and income lost or other economic factors, nor will I go on about red and blue states. I believe you have had enough of that! There are, however, some issues I believe have not been covered appropriately up to this point.

On May 13, my colleagues and I were very disappointed that PNS was slated for closure. Beyond that, we were shocked to learn that Sub Base New London was also on the closure list. The combined closure of these facilities is a slap in the face to the submarine service. In my biased opinion, the strategy of fewer submarines is in direct opposition to any sort of national security. It is the continued culture of technical superiority versus numbers -- not the best option if you have to be in many places at once. If promised ships are late in overhaul, it doesn't matter how close they are to the field of battle, they are still unavailable. Stealth still has a place in the post-Cold War world. And the Los Angeles class submarine is the unmatched master of stealth at sea.

This week we learned that our colleagues at Pearl Harbor Naval Shipyard will not have to endure the pain of BRAC. That is a positive thing for Portsmouth, not a negative one as we are part of the same team and complement each other. The myth of "excess capacity" is just that in our unstable world. To permanently lose the drydock and/or repair ability of any facility, public or private, is certain folly. The BRAC recommendations were expected to make changes away from the Cold War setup leading to a force structure able to meet the needs of "our present and future situation." The DOD has come on line and said that PNS and SUBBASE NLON will never be needed again. That is similar to saying the world will never change again. This just doesn't pass the common sense test for me.

Finally, DOD expects a high percentage of us efficient PNS workers to pick up stakes and move wherever they want us to go. It has become clear that only a low percentage will be willing to relocate to Norfolk, King's Bay or Puget. From a military culture standpoint, I can see this attitude surprises some. But from the position of a died-in-the-wool Yankee with very deep roots, I do not see the appeal of uprooting my family and taking off to a place of great cultural, meteorological, and density difference. We like living here, and that is one of the reasons why we do our job so well. Send us somewhere else, and I'm afraid you will be disappointed with the results.

It appears the DOD BRAC recommendations were made in a manner that a large corporation would downsize to save money or to provide greater stockholder dividends. While we should run an efficient organization and give the taxpayer a fair return, a strong national defense cannot be successfully operated in this bottom-line manner.

Thank you for your time,


Neal H. Stacy

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75 Longhill Road BRAC Commission
Dover, New Hampshire 03820
July 21, 2005

JUL 26 2005

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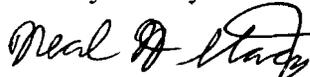
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Neal H. Stacy

BRAC Commission

July 20, 2005

JUL 26 2005

Received

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

Dear Commissioner Skinner,

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

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

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

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

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

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

Thank You,



July 21, 2005

BRAC Commission

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

JUL 26 2005

Received

Dear Commissioner Skinner,

I am writing to make a plea to the BRAC commission to think hard before leaving the PNSY on the base closure list. I realize that everyone feels very strongly about their shipyard when they are faced with the horrendous possibility of losing their livelihood.

I have a great connection to this navy yard. I am a navy brat, and my dad was stationed at PNSY in the 70's. I spent my high school and college years living on this base. I worked at the officer's club. I was married in the base chapel. My dad was shipyard commander in the mid to late 70's. (So, you may have figured out that my dad is Captain McDonough). I have watched with pride how hard he has worked to keep this shipyard opened. This has been the fight of his life. He is in his mid 70's and he should be retired, golfing, traveling and enjoying his leisure time. However, he is obsessed with fighting to keep our shipyard opened. He is working more now than before retirement.

My husband's family has 6 generation that have made their living from the shipyard. The 6 generations span from his great-great grandfather, to our son, who just graduated in June from the apprentice program. As I sat at our son's graduation, I looked at the 40 or so graduates who are the cream of the crop. Where will they go if PNSY closes? I have watched my son be sent all over the country to work at other shipyards during his apprenticeship. He has been to California, Connecticut and Virginia. He loves his job, and has been lucky enough to be able to afford to buy a house in the area. He is a Maine boy, and has lived here all his 25 years. His roots are here. I would hate to see him have to go elsewhere to find a job. And who will hire him? His skills are so specialized. I had not been on the navy yard for many years, because I am civilian, and don't have access to PNSY anymore. It was with great pride I drove around and remembered all the years that it had touched my life.

I was in Boston on July 6th. I was so impressed with the turn out in support of PNSY. I appreciate the commission taking the time to listen to our Senators and Congressmen defend the best shipyard in the United States. I think the facts are there for you to evaluate. We overhaul submarines better, faster and cheaper than any other shipyard. Why would you close us down? If the reason for realignment and closer is to cut costs, then closing PNSY just doesn't make sense.

Please, keep an open mind when you make the final decision on what military bases are slated for closure. Look at the facts that have been presented to you and do what is best for our country's security.

Thanks you for taking on this project. I am sure it is very hard for you to know that you hold our future in your hands. I am very hopeful that when the BRAC list is presented to President Bush in September, PNSY is not among those listed to be closed.

Sincerely,

A handwritten signature in cursive script, appearing to read "Gail Hendrickson", with a long horizontal flourish extending to the right.

Gail Hendrickson
23 Lynch Lane
Kittery Point, ME 03905q

July 21, 2005

BRAC Commission

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

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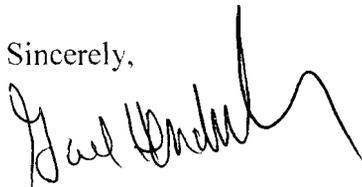
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July 21, 2005

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Suite 600
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Gail Hendrickson
23 Lynch Lane
Kittery Point, ME 03905q

BRAC Commission

JUL 26 2005 Thursday, July 21, 2005

Dear Commissioner Turner,

Received

My name is Samantha Cutts, and I am going into the 7th grade at Shapleigh Middle School. I have written this protest to save the Portsmouth Naval Shipyard. Many of my friends' parents work at the shipyard, and if they lose their jobs, they will most likely move, and that also means I will lose some of my best friends. This is the case with many of the students here at Shapleigh. Our town would have a lot of trouble functioning without the help of all those people paying taxes, going to our schools, etc. My school and I plead that you will not close the shipyard. It is a very important part in our town, and many of the children here will lose family and friends if you close our shipyard. I know that you think it will save the country a lot of money, but it could cost us livelihood. If some people couldn't find other jobs, where would they go? So many families in Kittery have worked at the shipyard for many generations. Do you really want to break their traditions?

My family for instance has lived in Kittery since the 1600's. For a really long time, the shipyard has been there, building and repairing submarines. My family, I am sure, has at one time or another worked at the shipyard. Although neither my mother nor father work there now, they would not be happy to see the shipyard close.

I also know that earlier, I think in the 1980's, our shipyard was on the list to close, but our town protested and petitioned, and managed to get the shipyard off the list. This time, once again, we are determined to save our shipyard, and we will try our hardest to get it off the list.

You have no idea how much the people who work at the shipyard love their country. At one of the entrances, they have a sign that says, "Keep 'em diving for America." They are devoted to serve their country, and you are just going to close their shipyard without a care in the world. You are taking away so many jobs, and relationships. As reported in the Portsmouth Herald, Wednesday, June 1, 2005, 7,000 people were marching, and chanting, "We're

number one." Some children were holding both their parents hands and saying, "Save my Daddy's job," or, "Don't make my family move."

I am sure that many other adults have protested and sent you petitions, but I am only 12 years old. I am writing this for the sake of my town, school, and my friends. Everyone in Kittery loves our town, and they don't want to leave, but they might have to if you close our shipyard. I plead to you, not as a 12 year old, but as an American citizen, with just as many rights as an adult, please don't close our shipyard. You have the power to change so many lives, making people swell with pride, or weep with agony and pain. Please save the Portsmouth Naval Shipyard.

Respectfully yours,

Samantha Cutts
Samantha Cutts

JUL 26 2005

Wayne Hennessy
 6 Lemont Lane
 Kittery ME 03904

20 July 05

General Newton.

Please give considerable thought to the implications of closing one of our shipyards. It is an asset that can not be reproduced. Closing it restricts our crisis management for ever - there are a given number of slips and limit haul out areas - every slip, every few years must be closed.

Keeping Portsmouth open allows for flexibility and contingency planning.

Also think of implication - socially, and economically of closing us. You will disrupt thousands of people - loss of jobs, homes etc. directly and indirectly.

- And economically - are you really saving the taxpayers or DoD money. The cost of closure, environmental cleanup, conversion etc must be considered and reduce any savings - if any where thought.

Thank you for your time

Wayne.



BRAC Commission

JUL 26 2005

Received

July 22, 2005

Robert G. Schoenberger

Chairman of the Board
& Chief Executive Officer

Chairman Anthony Principi
Base Realignment and Closure Commission
2521 South Clark St., Suite 600
Arlington, VA 22202

Dear Chairman Principi:

I want to thank you for the time and effort you are investing in the base realignment and closure process. Your thoughtful deliberations are critically important to the strategic positioning of our military resources in an increasingly complex and challenging global environment.

I am writing to encourage you to consider removing the Portsmouth Naval Shipyard from the base closure list in your final recommendation. Although Unitil is not directly involved in Shipyard operations or support, as a regional electric distribution utility, we are an important part of the economic infrastructure in the region. We are also quite familiar with the quality and sophistication of the labor force and the vitality and creativity of the manufacturing and service industries that are the backbone of our regional economy.

The Portsmouth Naval Shipyard is a critical partner in the regional economy, and as you well know, the benefits of that partnership flow both ways. The Shipyard, and ultimately our national military security, draws strength from the work ethic and technical skills found in this region. The Shipyard also utilizes the exceptional talents and capabilities of businesses in this region as it pursues its mission. The Shipyard also benefits from strong, longstanding community support. The attributes help to explain how the Portsmouth Naval Shipyard can achieve its remarkable record of productivity and efficiency - a record which will continue only if the Shipyard is removed from the base closure list.

I appreciate your consideration.

Sincerely,

Robert G. Schoenberger

Corporate Office

6 Liberty Lane West
Hampton, NH 03842-1720

Phone: 603-772-0775
Fax: 603-773-6667

Email: auger@unitil.com

cc: Commissioner James H. Bilbray
Commissioner Philip Coyle
Commissioner Harold W. Gehman, Jr. (retired Admiral, U.S.N.)
Commissioner James V. Hansen
Commissioner James T. Hill (retired General, U.S.A.)
Commissioner Lloyd W. Newton (retired General, U.S.A.F.)
Commissioner Samuel K. Skinner
Commissioner Sue E. Turner (retired Brigadier General, U.S.A.F.)



BRAC Commission

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I appreciate your consideration.

Sincerely,

Robert G. Schoenberger

Corporate Office

6 Liberty Lane West
Hampton, NH 03842-1720

Phone: 603-772-0775

Fax: 603-773-6667

Email: auger@unitil.com

cc: Commissioner James H. Bilbray
Commissioner Phillip Coyle
Commissioner Harold W. Gehman, Jr. (retired Admiral, U.S.N.)
Commissioner James V. Hansen
Commissioner James T. Hill (retired General, U.S.A.)
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BRAC Commission

JUL 26 2005

Received

July 22, 2005

Robert G. Schoenberger

Chairman of the Board
& Chief Executive Officer

Chairman Anthony Principi
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JUL 26 2005

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

Dear Mr. Principi:

I am writing to you to express my concerns with the integrity of the Base Closure and Realignment Process (BRAC). The confidence of the American public in the process, and that of the decisions on individual military installations, relies on the accuracy of the data used by the various services as well as the validity of the calculations and comparisons made using this data. I am concerned about the validity of the data used in the evaluation of Naval Air Station Brunswick, Portsmouth Naval Shipyard and the Defense Finance and Accounting Service center at Limestone, Maine.

Naval Air Station Brunswick (NASB) is the only active duty Department of Defense airfield remaining in the Northeast United States. Its strategic location adjacent to shipping routes and aircraft coming from Europe, the Mediterranean, and the Middle East, makes it a vital link in our homeland defense, surveillance, and security strategy.

It is clear that in calculating the savings of closing NASB, the Department of the Navy was intellectually dishonest in not acknowledging that the savings in maintenance positions by moving the P-3 Wing to Jacksonville will also be realized by replacement of the P-3 with the MMA and its maintenance contract. Also not stated was the infrastructure cost needed at Jacksonville to house both airframes and families.

One of Brunswick's major selling points is its strategic location. Patrol flights from Jacksonville will cost an additional \$50,000 per mission given its remote location. Other NASB advantages include its new runways and tower and the \$34 million hanger that is the only one in the Navy large enough to accommodate the next generation of surveillance aircraft and an abundance of unencumbered air space, to include approach and departure flight paths over adjacent open ocean, which are optimal for flight security as well as the safe conduct of operations involving live weapons.

"Portsmouth Naval Shipyard (PNS) consistently and superbly performs its mission while establishing a phenomenal record of cost, schedule, quality and safety performance." That assessment was offered on May 12, 2005 by Admiral V. E. Clark, Chief of Naval Operations.

While the Navy analysis concludes that excess capacity exists for nuclear ship maintenance, PNS is the most efficient shipyard in terms of cost and schedule and is, therefore, not the capacity that needs to be cut. Consider the following points:

a. PNS is saving \$75 million per Engineered Refueling Overhaul (ERO) and \$20 million per Depot Modernization Period (DMP) for the American taxpayer.

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Milan Marich

JUL 26 2005

Received

Dear Sir:

My name is Milan Marich and I live in Portsmouth, New Hampshire. I am writing this letter in support of our shipyard and it is my hope that you consider removing our shipyard from the closure list. I worked at the Pearl Harbor Shipyard for 11 years and then moved here and worked at the Portsmouth yard for 8 years after which I retired. Both shipyards were excellent places for me to work and in these scary times I feel neither yard should be closed. Should the closure list go through, New England would be lacking for protection. Please consider my support in your decision. This seacoast area is the best and I would hate to see it suffer because of any closure.

With Best Regards

Milan Marich
Milan Marich

315 Coolidge Dr
Portsmouth, NH
03801

603 422 0859

Milan Marich

BRAC Commission

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Milan Marich
315 Coolidge Dr
Portsmouth, NH
03801
603 422 0859

7/20/2005

BRAC Commission

JUL 26 2005

Received

Wayne Hennessy
6 Lemon Lane
Kittling ME 03904

20 July 05

Gen. Turner,

Please make every effort to see the value Portsmouth Naval Shipyard has. There are not planes or troops that can be moved, but the drydocks that cannot be duplicated or reproduced - there are but so many and with hundreds of ships, drydock space is limited. We need the space for current work and future contingency planning. WE DO NOT KNOW what the future holds, but limiting the U.S. in this way only restricts our future reaction.

And please consider what will happen to thousands of people, Americans, who will lose their jobs - directly and indirectly.

Finally the cost - is it really a savings? Closure then spend millions to make "it safe" for civilian use?
Thanks for your time

Wayne

Dear Commissioner Newton,

JUL 26 2005

I am writing to you to express my sincere concern that the Portsmouth naval Shipyard is being considered for closure. I feel extremely nervous that our nation would choose to close what by everyone's assessment is the best in the Nation.

The workers at the shipyard have worked hard to earn the awards they have been given and they have saved this country millions of dollars and will continue if allowed to put out submarines that are top notch quality that keep our young men safe while they are at sea and gets them out to sea instead of in a dry dock somewhere.

Please don't tell the hard working men and women at the shipyard that this country will settle for less than the best when it comes to the safety of our young men and women at sea . That not only sets a terrible example around the country but certainly would affect the Nations ability to get new recruits to join our submarine fleets.

My husband works at the shipyard and he has always been very proud to work there. He is of retirement age and in fact he could have retired three years ago but the fact that it has been a very interesting place to work has kept him there. If the shipyard closes we will personally be ok but the precedence that it will set in our country that we will settle for less than the best when it comes to the safety of our Nation.

I also would like to mention that the workers at the shipyard are such ~~such~~ quality that right now they are being asked to go to Pearl Harbor to help them with their nuclear license, if these workers are lost they will scatter to other jobs that will not include working for the military after all why work so hard for the military if they dismiss you even though you have done your very best to become the very best.

Thank You for your time and Thank You for serving the Country in the position you have taken on. I trust you will see the importance in keeping the Portsmouth naval Shipyard open for the future of our Country.

Respectfully, Edwina Fogarty, Berwick Maine

July 21, 2005

JUL 26 2005

Received

Dear Commissioner Bilbray,

I work at the Portsmouth Naval Shipyard and have for thirty two years and am a second generation shipyard worker. I have seen the shipyard go through many adversities but am proud to say that WE are survivors because we care about what we do, how we do it and most of all, we care about each other. The Portsmouth Naval Shipyard is the best for a reason, We Care! We care about our work, we care about saving taxpayer's (our) money, and we care about our country.

The war on terror is first and foremost on our minds. We are sending many of our young men and women to war and want nothing but the best equipment for them because we want them home safe. The shipyard has a great SUBSAFE program and has won the first in the nation VPP safety award. I'm sure by now, you are familiar with all that we have achieved.

Our history is long and at times unbelievable. During World War II when my dad worked here, we were building submarines and launching them at an unbelievable pace. That determination and pride in what we do was instilled by our parents and grandparents and we will continue to do the same for our children.

I just want you to know that it would be an unbelievable travesty to shut us down. We not only work at PNS but are sent to many places at other shipyards to help them get on track with their overhauls so that they too can get the subs out and on patrol to protect us and our country from our enemies.

Please Commissioner Bilbray, help us continue to fight our enemies of the world.

Very respectfully,



Gerard Fogarty (Pipefitter)
14 Tall Pine Road
Berwick, Maine 03901

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JUL 26 2005

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The workers at the shipyard have worked hard to earn the awards they have been given and they have saved this country millions of dollars and will continue if allowed to put out submarines that are top notch quality that keep our young men safe while they are at sea and gets them out to sea instead of in a dry dock somewhere.

Please don't tell the hard working men and women at the shipyard that this country will settle for less than the best when it comes to the safety of our young men and women at sea . That not only sets a terrible example around the country but certainly would affect the Nations ability to get new recruits to join our submarine fleets.

My husband works at the shipyard and he has always been very proud to work there. He is of retirement age and in fact he could have retired three years ago but the fact that it has been a very interesting place to work has kept him there. If the shipyard closes we will personally be ok but the precedence that it will set in our country that we will settle for less than the best when it comes to the safety of our Nation.

I also would like to mention that the workers at the shipyard are such such quality that right now they are being asked to go to Pearl Harbor to help them with their nuclear license, if these workers are lost they will scatter to other jobs that will not include working for the military after all why work so hard for the military if they dismiss you even though you have done your very best to become the very best.

Thank You for your time and Thank You for serving the Country in the position you have taken on. I trust you will see the importance in keeping the Portsmouth naval Shipyard open for the future of our Country.

Respectfully, Edwina Fogarty, Berwick Maine

JUL 26 2005

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BRAC Commission

July 21, 2005

JUL 26 2005

Received

Dear Commissioner Gehman,

I work at the Portsmouth Naval Shipyard and have for thirty two years and am a second generation shipyard worker. I have seen the shipyard go through many adversities but am proud to say that WE are survivors because we care about what we do, how we do it and most of all, we care about each other. The Portsmouth Naval Shipyard is the best for a reason, We Care! We care about our work, we care about saving taxpayer's (our) money, and we care about our country.

The war on terror is first and foremost on our minds. We are sending many of our young men and women to war and want nothing but the best equipment for them because we want them home safe. The shipyard has a great SUBSAFE program and has won the first in the nation VPP safety award. I'm sure by now, you are familiar with all that we have achieved.

Our history is long and at times unbelievable. During World War II when my dad worked here, we were building submarines and launching them at an unbelievable pace. That determination and pride in what we do was instilled by our parents and grandparents and we will continue to do the same for our children.

I just want you to know that it would be an unbelievable travesty to shut us down. We not only work at PNS but are sent to many places at other shipyards to help them get on track with their overhauls so that they too can get the subs out and on patrol to protect us and our country from our enemies.

Please Commissioner Gehman, help us continue to fight our enemies of the world.

Very respectfully,



Gerard Fogarty (Pipefitter)

14 Tall Pine Road

Berwick, Maine 03901

July 21, 2005

BRAC Commission

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Dear Brigadier General Sue E. Turner,

07/21/2005
JUL 26 2005

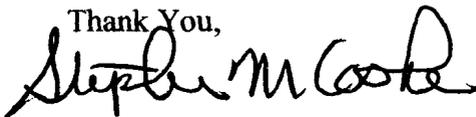
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COKE 09 10 2

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Thank You,

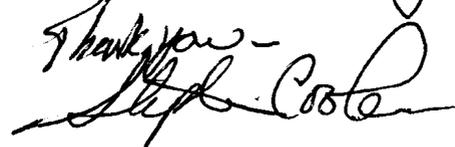


Stephen Cooke

PNS employee

Tele: 207.451.3856

PS. IF you receive this prior to your PNS visit don't miss a chance to see our base hospital, a valuable veteran venue. please call me if you would like to discuss any issues

Thank you -


Dear Honorable Samuel K. Skinner,

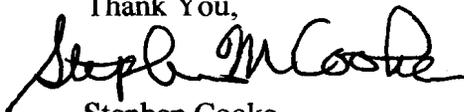
07/21/2005 BRAC Commission

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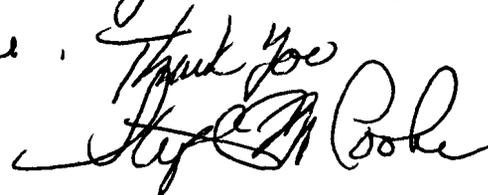


Stephen Cooke

PNS employee

Tele: 207.451.3856

P.S. — Mr Skinner if you have any problems during your visit to PNS Tuesday please feel free to call me on my cell. I look forward to meeting you. Thank you



cmko. RA 2020

Dear Honorable Commissioner Philip Coyle,

07/21/2005

BRAC Commission

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Thank You,

Stephen Cooke 20 TAFT Rd Portsmouth NH 03861

Stephen Cooke

PNS employee

Tele: 207.451.3856

Honorable Commissioner Coyle, thank you for your fine work. Analysis of our work is welcomed. What you will find is outstanding and is still getting better. I would be nice not to have distractions such as BRAC but everything happens for a reason and "multi-tasking" is what we do and by God we are good at it. Please consider carefully - I am counting on you. Thanks

BRAC Commission

JUL 26 2005

Received

July 21, 2005

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

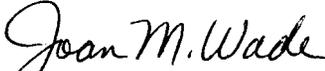
Dear Commissioner Adm. Harold W. Gehman, Jr.,

I am writing this letter in support of the Portsmouth Naval Shipyard located in Kittery, ME. The shipyard's record speaks for itself: on time, below budget and excellent quality. To close a shipyard with such an outstanding record of service doesn't make sense.

The region recovered, slowly, from the closure of the Pease Air Force Base but I don't think we could survive the additional closure the of the Portsmouth Naval Shipyard.

I appreciate any consideration and attention you can give to removing the Shipyard from the Base closure list.

Sincerely,



Joan M. Wade
1 William Road
So. Berwick, ME 03908

BRAC Commission

JUL 26 2005

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

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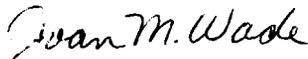
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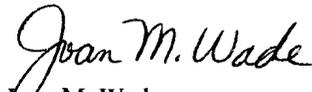
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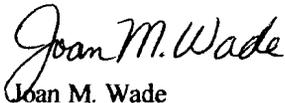
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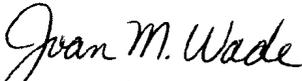
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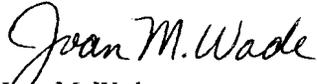
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1 William Road
So. Berwick, ME 03908

BRAC Commission

7/20/05

JUL 26 2005

Received

Dear Sir

Please, Keep the Portsmouth Naval Shipyard open. It is vital to the nation, and saves millions for the taxpayer

Thank You

Alexander Morrison

20 July 2005

JUL 26 2005

Dear Commissioner Bilbray,

Received

I am writing this letter to express my personal concerns, fears and thoughts regarding closing the Portsmouth Naval Shipyard. I have been a New Hampshire seacoast resident and employee at the Portsmouth Naval Shipyard, since graduating college, almost 19 years. My degree is in Nuclear Engineering and I have worked the majority of my career at the Portsmouth Naval Shipyard refueling submarines. I take great pride in my work and in supporting the Navy. The best compliment I ever received was given at a meeting convened with the Shipyard Commander to discuss issues regarding the base day care center. After presenting my concerns and asking several very pointed questions, I was asked if I was a refueler. Yes I said proudly. Portsmouth Naval Shipyard refuelers are well known for our high standards and questioning attitude. Why is this important, it is important because the work that is accomplished by the Portsmouth Naval Shipyard directly affects National Security. High standards and questioning attitude delivers submarines back to the Navy safely and on time. In the world that we live in today (with a war in Iraq and national threats on our country) I cannot understand how closing the Portsmouth Naval Shipyard (a Nuclear Facility capable of overhauling and refueling one of the finest weapons the Navy has to offer, i.e., the Nuclear submarine) could be even remotely considered. I do not understand how the cost savings associated with the closing of the Portsmouth Naval Shipyard could possibly be worth the risk of reducing the Navy's flexibility to have on hand a requisite quality nuclear submarine repair, refuel and overhaul facility.

I am writing this letter not just to tell you how my family and I will be affected if the Portsmouth Naval Shipyard is closed, but also to express my fears for our country and it's security. What we do at the Portsmouth Naval Shipyard cannot be duplicated or replicated easily elsewhere. The Portsmouth Naval Shipyard is the Navy's best Nuclear Submarine Maintenance Facility. Such facilities are not created overnight, they evolve under great leadership and dedicated and experienced employees. They learn and grow from their mistakes and mistakes of other facilities. Closing the Portsmouth Naval Shipyard diminishes the Navy's ability and flexibility to continue to overhaul and refuel

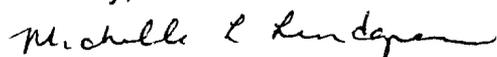
nuclear submarines safely, and deliver them on time and at or below cost. It decreases the Navy's ability to call on the knowledge of experienced leadership, experienced engineers, and experienced mechanics when problems arise, and problems will arise. I feel this loss in flexibility, knowledge and experience will result in a small but crucial sacrifice to the Navy's ability to protect this country and our nation. A sacrifice I do not agree is worth accepting for the sake of saving a small amount of money over a 20-year period.

On a more personal level, there is a part of me that grieves at the thought of having to leave something so familiar, something that has offered me so much, something I have become a part of (the Shipyard family as it is often called). My thoughts are I will fight the battle, doing what I can do to save the shipyard and if it be so, I will be the last to leave, they will have to push me out the gate. I know I won't be alone though.

I have the usual worries: What will I do? Will I be able to find another job in the area making similar pay? What will happen to the seacoast area? Will I have to move my school age children away from their father, their schools, and their friends? I know I do not want to leave the area, and will only do that as a last resort. I know competition will be high and jobs scarce, but I would consider a severe pay cut, going back to college for career change, moving to a smaller house, before I'd think of heading to Puget Sound, Portsmouth Virginia, or Pearl Harbor. My heart and home are in New England and at the Portsmouth Naval Shipyard.

Closing the Portsmouth Naval Shipyard would be a grave mistake, not just because of the loss to the employees of the Portsmouth Naval Shipyard and the surrounding communities that benefit from the Portsmouth Naval Shipyard but also because of the loss it will render to homeland and national security. I implore you to do everything in your power to maintain the Portsmouth Naval Shipyard a vital asset for the Navy.

Sincerely,



Michelle Lundgren
85 Melbourne Street
Portsmouth, NH 03801

JUL 26 2005

20 July 2005

Received

Dear Commissioner Coyle,

I am writing this letter to express my personal concerns, fears and thoughts regarding closing the Portsmouth Naval Shipyard. I have been a New Hampshire seacoast resident and employee at the Portsmouth Naval Shipyard, since graduating college, almost 19 years. My degree is in Nuclear Engineering and I have worked the majority of my career at the Portsmouth Naval Shipyard refueling submarines. I take great pride in my work and in supporting the Navy. The best compliment I ever received was given at a meeting convened with the Shipyard Commander to discuss issues regarding the base day care center. After presenting my concerns and asking several very pointed questions, I was asked if I was a refueler. Yes I said proudly. Portsmouth Naval Shipyard refuelers are well known for our high standards and questioning attitude. Why is this important, it is important because the work that is accomplished by the Portsmouth Naval Shipyard directly affects National Security. High standards and questioning attitude delivers submarines back to the Navy safely and on time. In the world that we live in today (with a war in Iraq and national threats on our country) I cannot understand how closing the Portsmouth Naval Shipyard (a Nuclear Facility capable of overhauling and refueling one of the finest weapons the Navy has to offer, i.e., the Nuclear submarine) could be even remotely considered. I do not understand how the cost savings associated with the closing of the Portsmouth Naval Shipyard could possibly be worth the risk of reducing the Navy's flexibility to have on hand a requisite quality nuclear submarine repair, refuel and overhaul facility.

I am writing this letter not just to tell you how my family and I will be affected if the Portsmouth Naval Shipyard is closed, but also to express my fears for our country and it's security. What we do at the Portsmouth Naval Shipyard cannot be duplicated or replicated easily elsewhere. The Portsmouth Naval Shipyard is the Navy's best Nuclear Submarine Maintenance Facility. Such facilities are not created overnight, they evolve under great leadership and dedicated and experienced employees. They learn and grow from their mistakes and mistakes of other facilities. Closing the Portsmouth Naval Shipyard diminishes the Navy's ability and flexibility to continue to overhaul and refuel

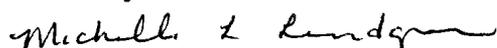
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On a more personal level, there is a part of me that grieves at the thought of having to leave something so familiar, something that has offered me so much, something I have become a part of (the Shipyard family as it is often called). My thoughts are I will fight the battle, doing what I can do to save the shipyard and if it be so, I will be the last to leave, they will have to push me out the gate. I know I won't be alone though.

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Closing the Portsmouth Naval Shipyard would be a grave mistake, not just because of the loss to the employees of the Portsmouth Naval Shipyard and the surrounding communities that benefit from the Portsmouth Naval Shipyard but also because of the loss it will render to homeland and national security. I implore you to do everything in your power to maintain the Portsmouth Naval Shipyard a vital asset for the Navy.

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85 Melbourne Street
Portsmouth, NH 03801

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JUL 26 2005

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Sincerely,



Michelle Lundgren
85 Melbourne Street
Portsmouth, NH 03801

3 Alewife Farms Road
Kennebunk, Maine 04043
July 22, 2005

BRAC Commission

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

JUL 26 2005

Received

Dear Commissioner Newton:

I am writing to voice my support for the Portsmouth Naval Shipyard. PNS is home to many knowledgeable employees, who work diligently to provide top performance in the Navy. While setting the Navy standards for cost, quality, schedule and safety, our shipyard is also prepared to provide emergency services to our community and nation, I urge you to preserve this exceptional shipyard.

Officially established in 1800, PNS is the oldest continuously operated public naval shipyard. Over the past two centuries, PNS has maintained a wealth of highly trained professionals and has repeatedly used its innovative and exceptionally skilled workforce to efficiently realign itself with the missions of the Navy. PNS has long been a premiere shipyard in the Naval community. Under the Navy's "One Shipyard" transformation initiative, PNS leads all nuclear submarine maintenance; including work practices, business processes and management techniques. PNS is actively involved in mentoring other shipyards, both public and private, in planning and mission execution. PNS continuously provides knowledge, expertise and industrial process improvement plans that greatly benefit shipyards across the nation.

Portsmouth Naval Shipyard undoubtedly delivers the finest service and leadership of any naval shipyard and is far too vital for the Navy to close. Please support the continuation of efficiency and effectiveness in our military by keeping Portsmouth Naval Shipyard open. We cannot afford to lose our shipyard and I sincerely encourage you to recognize its importance to keep it open and active, and serving our nation proudly.

Sincerely yours,



Deborah Blunt

75 Norton Road
Kittery, Maine 03904 5414

BRAC Commission

JUL 26 2005

Received

July 21, 2005

BRAC Commissioners Anthony Principi, James H. Bilbray, Philip Coyle, Adm. Harold W. Gehman, Jr., James V. Hansen, Gen. James T. Hill, Gen. Lloyd W. Newton, Samuel K. Skinner and Brig. Gen. Sue E. Turner.

Dear Fellow citizens,

Thank you for the time and effort you have put into this vital investigation of our national defense bases.

As a Kittery resident for most of my eighty-three years my work on the Portsmouth Naval Ship Yard has been limited to contract work for out side employers.

I am proud of our "Navy Yard" for its long glorious history and its present excellent record of performance of work schedule, cost, quality and safety. This record would not be possible without the loyal, hard-working men and women of its workforce and clerical staff.

The winters here may be long and cold but they have not stopped the Yard from turning out work ahead of time, costs and quality. This climate has long been known to create a vigorous work ethic.

Our country's defense needs this vital resource, the loyal, high skilled work force and the peripheral industries that supply and support it.

Thank you for reading this letter and for any thing you can do to bring a logical conclusion to your examination of our military needs.

Respectfully Yours



Wilbur N. Rhodes

Dear Honorable Commissioner General Lloyd W. Newton,

07/21/2005 BRAC Commission

JUL 26 2005

Closing PNS, Maine is an error that will come back to haunt the defense of this country. Received

The use of Pearl Harbor for ship maintenance beyond the emergent quick fixes will pose a major problem for our Pacific fleet. Once a ship is involved in an overhaul it is bench marked by PNS to involve 10 months for a DMP or 18 months for an ERO, this type of work done in Pearl Harbor takes twice that time and double the cost. Once the ships are put into the dry dock, they essentially are sitting ducks for that period. Once Pearl Harbor has dry-docked any ship, the "strategic location" is now a war liability. I understand the importance of having the dry dock capability on the "future front line", but once a ship is placed in the dry dock, this emergent dry dock capability is lost; it would be the same as filling the dry dock with concrete for the period that it would remain in the dry dock. With that said, I would recommend using Pearl Harbor just as Admiral Robert Willard strongly suggested, for strategic repair work in the front line. Overhaul maintenance is not strategic work for a potential front line. It would be similar to doing overhaul work on a tank battalion on the front line, which does not happen, these vehicles are hauled back to a point behind the front lines for this important work. To the comment that the Navy keeps reiterating that PNS, Maine only works on submarines, this statement is false. As a one-shipyard concept PNS has been instrumental in providing ship upgrades to surface ships, coast guard and Navy, our people have traveled to assist other shipyards with their surface craft. The report back from employees that have done this work is that it is exponentially easier work to accomplish. The techniques and work habits that we brought to task on these surface ships put these other yards to shame. The returning work force asked why we were not afforded this type of work and was told that the Navy will not give us that work because the work we are able to accomplish on submarines is of such high quality and quantity that they could not afford to let us delve into other classes of ships. In Portsmouth's past we have worked on the USS Constitution in Boston, the rescue chambers, the dry dock shelters, the Advanced seal delivery system, various tugs, we have built radiological barges, floatation tanks, submarines all classes, coast guard cutters, in the more distant past we work all sorts of surface ships, the ability of Portsmouth Naval Shipyard is not one dimensional. We are a work force that is loyal to the Navy; we have made the cultural changes that put us on the

cutting edge of management techniques. Our workforce is motivated, proud and does not expect a hand out just because of location. The latest quality reports from Pearl Harbor are troubling. They are available to your staff; they are NOFORN materials that you should see. Beyond just the technical difficulties that Pearl has, the work force culture is a problem. I don't know how to express this any simpler than you need to look at the culture as well. Cultural change in organizations the size of shipyards is not easy, this work will take a decade in Pearl if it ever changes. I think Pearl Harbor has a role but I do not think they are up to the challenge that the Navy is going to thrust upon them. Some bottom line thoughts, if the Navy's only word for shuttering PNS, Maine is Strategic location of Pearl, then this concept is the strongest argument to keep Portsmouth Naval Shipyard open. Losing the availability of dry dock capacity at Pearl essentially eliminates the "strategic location", having the dry docks available in Pearl by doing the overhaul work in Portsmouth Naval Shipyard maintains that strategic location in Pearl. Keep this in mind, a DMP (10 months PNS at 330 million, 22-24 months at 500-600 million). Dry dock capability is about knowing with certainty that you will have dry-dock capability. Portsmouth can tell the Navy within days, how long and at what final cost each of its availabilities will take. Keep PNS viable, it leads the nation. (PS, I know the country needs to keep its private yards going, and at this time there is a DMP ongoing within the private sector, it is now past our ten month record and is looking to take more in the area of twenty plus months. Its as if we should be the contractors and the contractors are the more typical stereo typed government workers.) Please fell free to contact me at any time day or night.

Thank You



Stephen Cooke

PNS employee

Tele: 207.451.3856

20 TAFT RD
PORTSMOUTH NH 03801

General Newton, thank you for your careful review of our story at PNS. Honestly, I have 28 year of Shipyard Service, we care and bust our butts to stay number one. Even with BRAC we export our expertise and strive to raise a boats. I am not sure what message we send to our DOD employees if PNS is shutdown. I can tell you that it most likely will be interpreted as cost, quantity, safety do not really

July 20, 2005

BRAC Commission

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

JUL 26 2005

Received

Dear Commissioner Gehman,

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

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

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

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

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

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

Thank You,



Dear Honorable Commissioner James V. Hanson, 07/21/2005

BRAC Commission

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JUL 26 2005

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Thank You,

Steph Cooke 20 TAFT Rd Portsmouth NH 03801

Stephen Cooke

PNS employee

Tele: 207.451.3856

Dear Honorable Commissioner Hanson,

This is a time to consider just what message the DOD will send to all its service providers if PNS is allowed to be closed. In the large retail market this would be akin to shutting down Wal-Mart in favor of a small high priced market. IF the Americans knew they could get a two for one price advantage by going to PNS for work then they would be lining up for miles. Thank you, we need your vote. Steve Cooke

At PNS we "have" ROLLED BACK THE PRICES.

3 Alewife Farms Road
Kennebunk, Maine 04043
July 22, 2005

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

BRAC Commission

JUL 26 2005

Received

Dear Commissioner Hansen:

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Portsmouth Naval Shipyard undoubtedly delivers the finest service and leadership of any naval shipyard and is far too vital for the Navy to close. Please support the continuation of efficiency and effectiveness in our military by keeping Portsmouth Naval Shipyard open. We cannot afford to lose our shipyard and I sincerely encourage you to recognize its importance to keep it open and active, and serving our nation proudly.

Sincerely yours,



Deborah Blunt

July 20, 2005

BRAC Commission

JUL 26 2005

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

Received

Dear Commissioner Newton,

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

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Thank You,



BRAC Commission
July 21, 2005

JUL 26 2005

Dear Chairman Principi,

Received

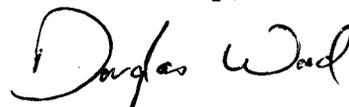
I am an employee at the Portsmouth Naval Shipyard, however, I am not writing out of concern for my job. I am writing as an American citizen out of concern for the defense of our country.

Although today's threat is terrorism, and attack submarines are not the weapon of choice to combat that, it seems to me very shortsighted to think that tomorrow's threat may not be some other enemy, building a formidable navy, which we must one day confront. The drydocks, piers, and other infrastructure at Portsmouth Naval Shipyard are a national asset that the nation cannot afford to give away. Close it and it is gone forever. We have already given away Mare Island, Charleston, Long Beach, and others, and we may all live to regret doing that. We should preserve all that we have left to service our great Navy.

You have listened intently to the facts presented concerning superior performance in safety, cost savings, schedule, and quality at Portsmouth. This performance is due to the most valuable national asset of all - the people at Portsmouth. I can tell you from personal experience that there is patriotism and pride here, from doing good work for the Navy, that will never be matched.

I have also listened intently to the proceedings of the DOD and the BRAC commission over the past several weeks. I am encouraged that what I have observed from the BRAC commission appears to be the actions of a truly independent body, attempting to sort out the truth, to act in the best interest of the nation. I commend you for your diligence with a very difficult, and extremely important, job.

Sincerely,



Douglas Wood
Wells, Maine

3 Alewife Farms Road
Kennebunk, Maine 04043
July 22, 2005

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

BRAC Commission

JUL 26 2005

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Deborah Blunt

JUL 26 2005

Received

July 20, 2005

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

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July 20, 2005

JUL 26 2005

Received

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

Dear Commissioner Turner,

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

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

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

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

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

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

Thank You,



*KAC Commission

July 21, 2005

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Received

Dear Commissioner Turner,

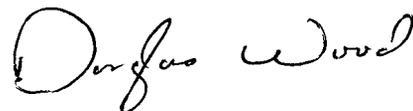
I am an employee at the Portsmouth Naval Shipyard, however, I am not writing out of concern for my job. I am writing as an American citizen out of concern for the defense of our country.

Although today's threat is terrorism, and attack submarines are not the weapon of choice to combat that, it seems to me very shortsighted to think that tomorrow's threat may not be some other enemy, building a formidable navy, which we must one day confront. The drydocks, piers, and other infrastructure at Portsmouth Naval Shipyard are a national asset that the nation cannot afford to give away. Close it and it is gone forever. We have already given away Mare Island, Charleston, Long Beach, and others, and we may all live to regret doing that. We should preserve all that we have left to service our great Navy.

You have listened intently to the facts presented concerning superior performance in safety, cost savings, schedule, and quality at Portsmouth. This performance is due to the most valuable national asset of all - the people at Portsmouth. I can tell you from personal experience that there is patriotism and pride here, from doing good work for the Navy, that will never be matched.

I have also listened intently to the proceedings of the DOD and the BRAC commission over the past several weeks. I am encouraged that what I have observed from the BRAC commission appears to be the actions of a truly independent body, attempting to sort out the truth, to act in the best interest of the nation. I commend you for your diligence with a very difficult, and extremely important, job.

Sincerely,



Douglas Wood
Wells, Maine