

president  
of the  
board



KYIE KRUSE #

DR. POLT SMOULTON  
NAVVAI SHIPY  
C

BIAC Commission

AUG 01 2005

Received

Dear President Bush,

Please save our shipyard because i like living in Maine.  
Plus A lot of people would lose there job. Also my dad  
lose his job .If the ship yard closes the tax will go up.  
the stores will lose money because people will have to  
move away or people can't find jobs.

Sincerely'  
Samantha Kruse

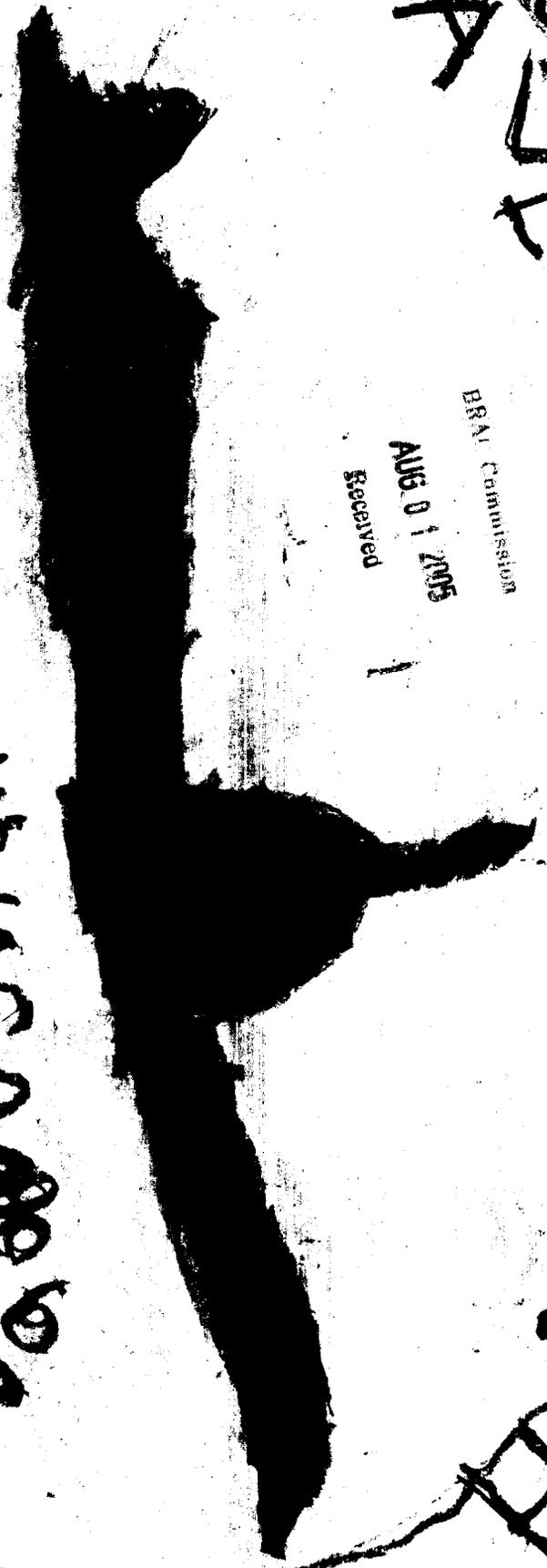
Dear President Bush  
YAFRD. Hills + want  
to move and live  
in a carpool  
box.  
Kylie Kuso  
pot + smooth #1

PROSIDI DON'T DRESHIPARD'S  
SIA

BRM Commission

AUG 01 2005

Received



KYLE KRUSO #1

BRM POP T SHOUT  
Y C WAVA SHIP

Dear President Bush,

Please save our shipyard because i like living in Maine.  
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Sincerely'  
Samantha Kruse

DEAR PRESIDENT BUSH  
I AM SURE YOU WANT  
TO MOVE FORWARD  
IN OUR JOINT  
BOX.

KY10 KRUSE

POFFSMOUTH #1

# 1940 Portsmouth graduate brings WWII to life for Greenland students

By ERIN DOLAN

Democrat Staff Writer

PORTSMOUTH — They have been learning about World War II. She lived it. Thursday, they sat down together for a chat.

The elementary school students in Jean Ventro's and Lindsay Duquette's Title 1 summer school class at Greenland Central School have penned victory mail, practiced rationing, visited Strawberry Banke Museum, made recruitment posters and pretended to write home from Pearl Harbor. On Thursday they sat down with Elaine "Mickey" Hussey of Portsmouth to talk about what life was like for her during the war.

Hussey graduated from Portsmouth High school in 1940. When the war began in 1941, she said, 100 of her 223 classmates signed up to serve their country.

Hussey has put together a book about her classmates' experiences during the war, including the names and service records of all the men in her class who served and photos and letters written by surviving servicemen.

Hussey told the group of about 10 students that many people in Portsmouth, a city that became very involved in the war because of its coastal location, had friends and family who served their country.

She explained when a flag with a blue star on it was displayed in a window, it meant that family had a member missing. When the star was changed to gold, it meant the person had been killed.

"That was a very sad time for all of us, whenever we saw a gold star," she said.

Hussey told of a time when everywhere people looked in Portsmouth, they were

**STUDENTS, PAGE A5**



Beth Lorden/Democrat photo

ELAINE HUSSEY OF PORTSMOUTH SPEAKS about the contributions of her 1940 Portsmouth High graduating class to World War II as she shows the kids a photo of her cousin, at Central School in Greenland Thursday morning.

July 28, 2005

BRAC Commission

Dear Mr. Principi:

AUG 9 1 2005

Has anyone down there taken the time and trouble to talk with survivors of WWII?

I read with interest the enclosed article found in our local paper Foster's Daily Democrat. People like Elaine Hussey lived through the war right in Portsmouth. In the article she says "submarines right off the coast". (enclosed).

If Brunswick, Kittery, Groton are closed where does that leave the North Atlantic Coast???? Norfolk and Kings Bay are twelve hours and more away. So what if "events are moving west"-A submarine can go anywhere under water and move up the New England Coast.

WHY DOES THE DCD WANT TO LEAVE THE ENTIRE AREA VULNERABLE???????

THERE ARE MANY, MANY MILES HERE !!!!!!!!!!!

We don't need to fight over Portsmouth and Pearl Harbor. Don't waste time doing that silly business. There are only four left and as Dick Cheney said years ago "One can land an airplane in a cornfield but a sub needs deep water".

Perhaps the Navy people can see into the future. I wish all of us could. How long would it take to re-open Kittery and get the nuclear license back?

Kittery is 205 years old. Why has the Navy kept it open this long if it's "outlived its usefulness?(in their eyes) Why hasn't the Navy modernized it through the years?

We need all of our ~~yards~~ yards-The apprentice program can continue to keep up with modern time and subs. Why is the Navy spending 8.1 million on testing?

WHY DOES THE NAVY WANT TO LEAVE THE ENTIRE NORTH ATLANTIC COAST VULNERABLE by closing three of the most critical, Brunswick Kittery and Groton?????

WE NEED OUR YARD, NOT ONLY FOR EXPERIENCE, BUT PROTECTION ALONG OUR COAST. YOU, YOURSELF, MR PRINCIPI, EXPRESSED CONCERN THAT "THE MILITARY WAS VIRTUALLY ABANDONING OUR SECTION OF THE COUNTRY" (FOSTER'S PAPER, JULY 20th) AND YOU ARE ABSOLUTELY CORRECT.

By the way, all of us workers and non workers are very, very loyal to our yard (just in case you haven't noticed) and feel very proud and sentimental toward the old girl and we want to keep her. After all, how many live to be 205??

Writing for our future and protection  
Workers and Civilians of New ~~Eng~~ England

AUG 01 2005

28 July 2005

Dear Commissioner Hill,

Received

Portsmouth Naval Shipyard has been in existence for over 200 years. Several times over that period, fluctuations in foreign threat and in Shipyard workload have caused Portsmouth to be considered for closure.

As early as 1876, Congress considered Portsmouth for closure and appointed a board to study the issue. The board was decidedly opposed to abandoning the Yard and found, in part, that "There is a large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are esteemed among the best in the Country".

Again in 1964, the Secretary of Defense announced Portsmouth Naval Shipyard was to be closed. Operations were to be gradually reduced until work terminated by the end of 1974. This planned closure was based on a premise that sufficient nuclear submarine overhaul and repair capability existed without Portsmouth. While under this closure order, Portsmouth Naval Shipyard continued to operate and shipyard workers continued to strive to maintain the traditions of excellence in shipbuilding and repair which had been built up during almost two centuries. In spite of the closure order, Portsmouth workers continued to build new submarines and even set records for overhaul duration that were unmatched by any other shipyard. In 1971 it finally became apparent that total shipyard industrial capacity was being severely taxed (even with Portsmouth) and that Portsmouth should not be closed. President Nixon rescinded the Portsmouth closure order in 1971.

It is fortunate that Portsmouth was not closed in these previous instances:

- If Portsmouth had been closed in 1876, well over 100 ships and submarines, vital to helping the nation win both World Wars would not have been built.
- If Portsmouth had been closed in 1964, a large portion of the nuclear submarine fleet which helped win the cold war, continues to prosecute the war on terror, and avoids countless other conflicts through covert operations, would not have been built and overhauled in time to support their vital missions.

Our national history demonstrates that the short-term view often fails to reveal real threats to our security. Failure to see clearly defined threats has led to misguided attempts at elimination of the infrastructure that supports that security. The example of Portsmouth Naval Shipyard clearly demonstrates that calculations of capacity are prone to error.

The tradition of shipbuilding, and more recently of submarine overhaul and repair, runs strong at Portsmouth. My grandfather (and his foster father) worked at Portsmouth Naval Shipyard almost continuously between the 1890's and 1960's. I vividly remember my grandfather telling me of his experience regarding national defense. My grandfather saw Portsmouth between the World Wars, when it was thought there was no threat. He subsequently lived through World War II, during which submarines could not be built fast enough. He experienced the period following World War II when it appeared there was no threat and ultimately Portsmouth was slated for closure. He subsequently lived through the Cold War during which submarines couldn't be built and overhauled fast enough.

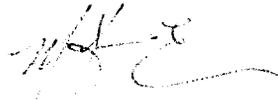
Having lived through such cycles where there was "no threat" followed by an overwhelming threat, he was adamant that the short-term view would continue to result in mistaken efforts to reduce infrastructure that would subsequently be needed.

The people who would have closed Portsmouth Naval Shipyard in 1876 and 1964 no doubt thought that they were doing the right thing. The Americans who sailed in the ships subsequently built and overhauled at Portsmouth, and those who are free today as a result, no doubt have a different view.

The inability to see far enough into the future to define a clear threat or to anticipate the need for infrastructure does not mean that there is no threat or that there is no need. When Portsmouth was slated for closure in 1964, it took seven years before it became evident that overhaul capacity had been miscalculated and that there was an urgent need for Portsmouth. The closure currently being considered does not provide such a grace period. What makes closure particularly problematic in the case of a nuclear-capable shipyard is the irreversibility of closure. Once it is gone, the personnel, equipment, and facilities that comprise a shipyard are gone forever. When a subsequent threat to security or a miscalculation of capacity becomes evident, no ships will be built or overhauled on the land where a former shipyard once existed.

Funds for defense are precious and deserve to be treated as precious. The American taxpayer deserves to receive the best product for every dollar spent. The American taxpayer also deserves to feel safe from threat. The Navy has told you and shown you that Portsmouth Naval Shipyard surpasses all other shipyards (and not just Naval Shipyards) in Cost, Schedule, Quality, and Safety. The Navy has told you that Portsmouth leads the way and is held up as an example to the other shipyards. There is still a "large population in and around Portsmouth, NH, and Kittery, ME, who have passed their lives in shipbuilding, and the naval mechanics in that vicinity are [still] esteemed among the best in the country". I believe that the precious defense funds are best spent in Portsmouth and that the cyclical nature of world events dictates that the infrastructure in overhaul and ship repair must not be reduced further.

We have the benefit of this past to guide us. I urge you to consider this history as you proceed with your deliberations.



Mark H. Evans

AUG 01 2005

Received

July 20, 2005

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, \_\_\_\_\_



BRAC Commission

AUG 01 2005

Received

July 25, 2005

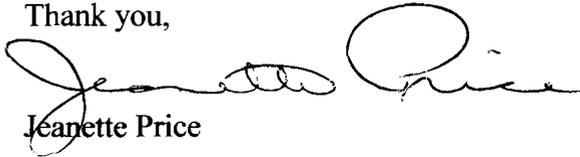
Mr. Anthony J. Principi  
BRAC Commission  
2521 South Clark Street, Suite 600  
Arlington, VA 22202

Dear Sir,

I am hopeful you will *do the right thing* and **keep Portsmouth Naval Shipyard open.**

As the Navy fought for Portsmouth Naval Shipyard to remain open in past BRAC's, I am confident you and the other commissioners will do the right thing and allow the shipyard to continue it's excellent service and cost savings.

Thank you,

  
Jeanette Price

1507 Dalington Street  
Portsmouth, NH 03801

July 25, 2005

BRAC Commission

AUG 01 2005

Received

Honorable Philip Coyle  
Defense Base Closure + Realignment Commission

2521 South Clark Street

Suite 600

Arlington, Va 22202

Dear Commissioner Coyle:

I am deeply concerned about the future of the Portsmouth Naval Shipyard. It is a facility accomplishing work that is vital to the security of our nation. Also, closing the shipyard would have a devastating effect on the economy of this region.

This shipyard has been a vital part of our heritage for over 200 years. Please do everything you can to keep this base open.

Thank you for your time and consideration.

Sincerely,  
Mary C. Rask.

P. O. Box 473  
New Castle, NH 03854-0473  
(603) 433-2238

BRAC COMMISSION

July 27, 2005

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

Received

BRAC Commission

Attention Anthony J. Principi

AUG 01 2005

Dear Commissioners:

Received

I ask the questions: What happened to fiscal responsibility and accountability to the American Citizens?

I, along with others, have a deep concern and question the need, at this time, for the upcoming Base Closures that are now being proposed. Based on previous closures, many more tax dollars have been spent to save money many years down the road. Some base closures have been successful, including Pease Air Force Base (now Pease International Tradeport) which took over ten years to really get going and now 13 years later has just received the final land transfers. Some would question how great the redevelopment of that base has been on the Seacoast infrastructure. Other base closures have just shut down and left their surrounding communities to fend for themselves, for the most part.

Speaking specifically about the Portsmouth Naval Shipyard, where I have had a well-rounded and long-term view of its benefits to Community, Military and Country, I would ask the question WHY are we closing this base. PNS has such a success story - historically, professionally, economically and socially. What VALUE do we put on a community success story that should be held up as a beacon, as are other bases throughout this Country, of what we, as a society, are all about. We, here in the Seacoast, are a wonderful mix of all that is possible to accomplish with our tax dollars and our varied personal preferences.

Consider what the Portsmouth Naval Shipyard offers:

- . A WORKING history that dates back centuries and the historical and educational value it offers present day.
- . Benefits to surrounding communities and the various branches of services involved with the Shipyard.
- . Support for retirees who have been promised these services for their lifetime in return for their long military support (with the now proposed closing of Brunswick Naval Air Station, the closest base with full services for the New England area is Hanscom Air Force Base. How many senior military citizens and their spouses have the time or can drive all that way, in all that traffic and congestion?
- . The benefits to us, the American taxpayer, for their OUTSTANDING performance and cost savings as a shipyard
- . An attraction for military personnel and their families who enjoy being stationed in this area.
- . The millions of dollars that have been spent to upgrade our shipyard facility, to support their missions and agendas.
- . The benefit to us, now and in wartime, of a well-run and well-trained work force, both civilian and military.
- . The combined use, presently and potentially, of the Shipyard for other military and multi-purpose endeavors.
- . The proximity to the open ocean for submarines and other military vessels, including the visit of the USS Maine.
- . The potential advantage and cost benefit of a HOMELAND security mission here at the Shipyard.

Consider what the costs are to us locally and nationally with the closure of such a fiscally-run facility:

- . Millions of TAX dollars spent to renovate and update this base in the past few years (speaks **irresponsibility** on the part of Government and DOD knowing they were proposing a BRAC).
- . Cost to taxpayers and local communities to close the Shipyard, who partnered/supported the military for many years
  - the Seacoast's loss of quality infrastructure, loss of jobs and affordable housing, and especially the loss of a military presence that supports at least 3 states.
- . Costs recouped by government (our tax dollars unwisely spent) - how and when?
- . Costs of keeping other bases open when there seems to be no strategic rhyme or reason for staying open, i.e., King's Bay - never even mentioned in any BRAC discussions re: closures? This facility constantly needs dredging to allow the ships upriver to access the base. At what cost (??) to the American Taxpayer and for what strategic advantage. What is its criteria for never, ever being considered by any BRAC Commission?
- . Economic time factor - In a war with questionable public support, an economic environment that is up and down, job security worries, health care, education and social security on our public agenda AND with no successful remedies at hand.
- . Public concern regarding our reductions in base activities, future military needs and the transfer of these jobs and the attendant manufacturing of needed military equipment to the private sector and the possible takeover of private

# SAVE OUR SHIPYARD PETITION

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

Name

Mary Rausch  
Patricia Corneille  
Janet [unclear]

Address

P.O. Box 2124, New Castle, NH  
700-R Greenland Rd Portsmouth  
505 SPRINGDALE CIRCUIS, Portsmouth NH