

DCN 1184

Executive Correspondence

Congress of the United States**Washington, DC 20515****ORIGINAL**

1184

May 25, 2005

Mr. Philip E. Coyle
BRAC Commission
521 South Clark Street
Suite 600
Arlington, VA 22202

RECEIVED
5/26/05

Dear Commissioner Coyle:

During the BRAC Commission's May 17 hearing with Navy officials, Chief of Naval Operations Admiral Vernon Clark made two statements in need of correction.

First, Admiral Clark stated that the capacity in private shipyards was a consideration in the Defense Department's determination that there was excess capacity among the four public U.S. Navy shipyards.

We were shocked to hear this, as we are unaware that capacity in the private sector has ever been a legal or legitimate consideration in the Department's BRAC data collection and analysis processes. To our knowledge, there have been no data calls under the BRAC process of the nation's private sector nuclear shipyards. Without such data, there can be no proper analysis comparable to what was applied to the public shipyards. Without such analysis, we challenge the legitimacy of including private shipyards in the justification for reducing public shipyard infrastructure.

Second, Admiral Clark cited the end of the refuelings of Los Angeles class submarines as a justification to close the Portsmouth Naval Shipyard (PNSY). This reasoning is not supported by the facts. Significant maintenance requirements remain on the second flight of Los Angeles class submarines. The first two (of thirty-one) Engineered Overhauls (EOH) are currently in execution at Portsmouth. An EOH work package constitutes approximately 240,000 mandays, or more than two thirds the size of an Engineering Refueling Overhaul (ERO, at 330,000 mandays). PNSY is scheduled to conduct seven EOHs by 2011, which is the equivalent of more than five EROs. PNSY would perform about two EOHs per year between 2012 and 2018 if the Navy distributes workload evenly among the four public shipyards.

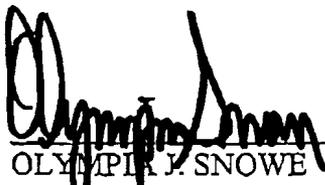
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BRAC, shipyard clarifications, p. 2

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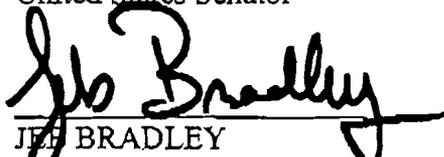
Sincerely,


OLYMPIA J. SNOWE
United States Senator


JUDD GREGG
United States Senator


SUSAN M. COLLINS
United States Senator


JOHN E. SUNUNU
United States Senator


JEFF BRADLEY
United States Representative


TOM ALLEN
United States Representative


MICHAEL MICHAUD
United States Representative


CHARLES BASS
United States Representative

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Washington, DC 20515

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May 25, 2005

Admiral Harold W. Gehman Jr.
BRAC Commission
521 South Clark Street
Suite 600
Arlington, VA 22202

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BRAC, shipyard clarifications, p. 2

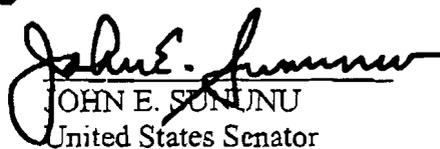
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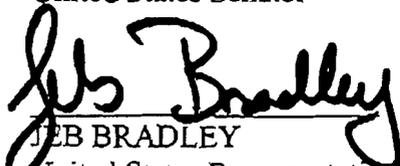
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OLYMPIA J. SNOWE
United States Senator


JUDD GREGG
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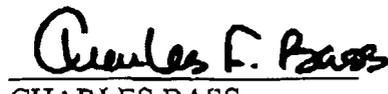

SUSAN M. COLLINS
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JOHN E. SUNUNU
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TOM ALLEN
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MICHAEL MICHAUD
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CHARLES BASS
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Executive Correspondence

Congress of the United States
Washington, DC 20515

ORIGINAL

May 25, 2005

The Honorable James V. Hansen
BRAC Commission
521 South Clark Street
Suite 600
Arlington, VA 22202

5/24/05

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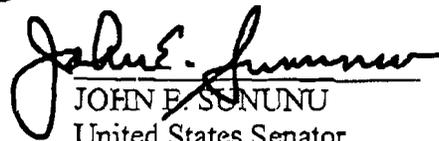
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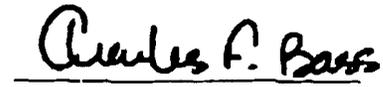

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Congress of the United States**Washington, DC 20515****ORIGINAL**

May 25, 2005

General James T. Hill
BRAC Commission
521 South Clark Street
Suite 600
Arlington, VA 22202

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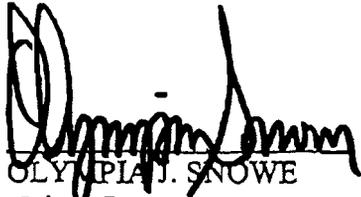
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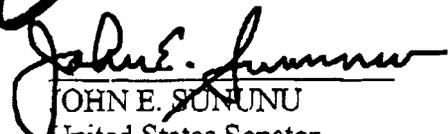
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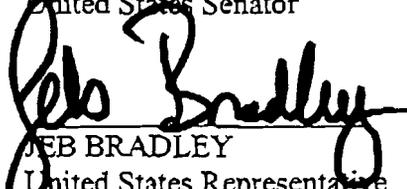
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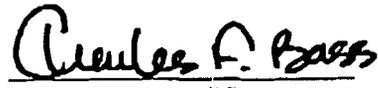

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BRAC Commission
521 South Clark Street
Suite 600
Arlington, VA 22202

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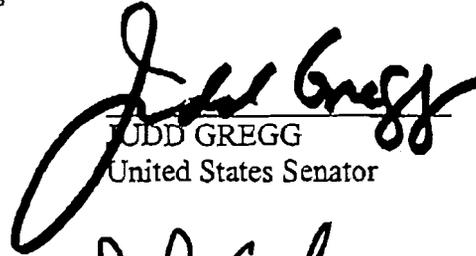
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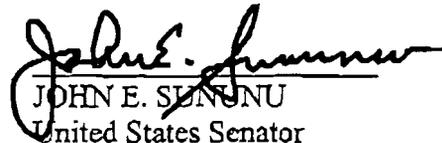
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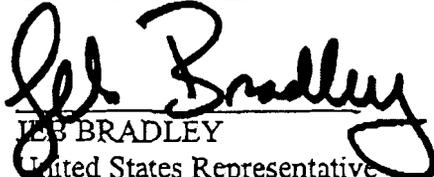
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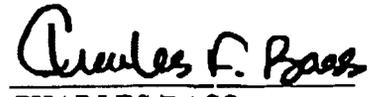

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United States Representative

Executive Correspondence

Congress of the United States
Washington, DC 20515**ORIGINAL**

May 25, 2005

General Sue Ellen Turner
BRAC Commission
521 South Clark Street
Suite 600
Arlington, VA 22202

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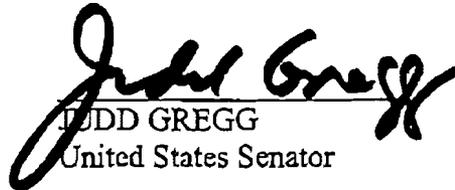
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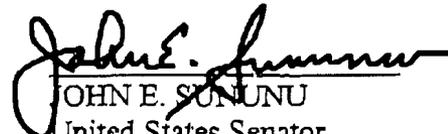
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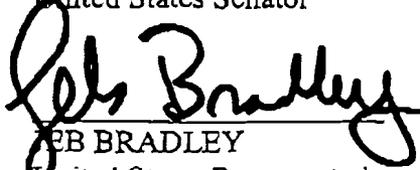
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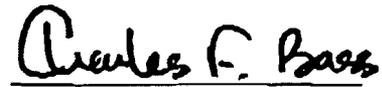

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TOM ALLEN
United States Representative


MICHAEL MICHAUD
United States Representative


CHARLES BASS
United States Representative

Executive Correspondence

Congress of the United States

Washington, DC 20515

ORIGINAL

May 25, 2005

The Honorable Anthony J. Principi
Chairman, BRAC Commission
2521 S. Clark Street, Suite 600
Arlington, VA 22202

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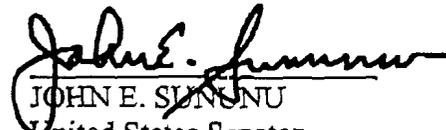
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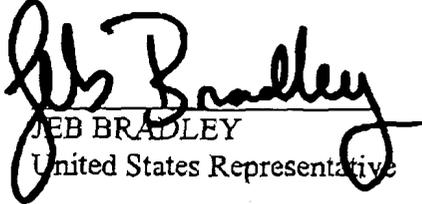
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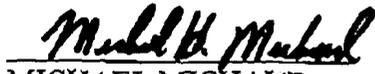

TODD GREGG
United States Senator

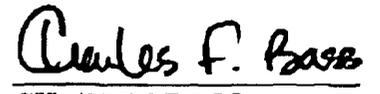

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General Lloyd Newton
BRAC Commission
521 South Clark Street
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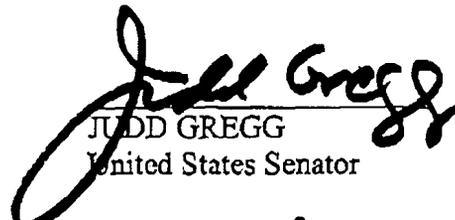
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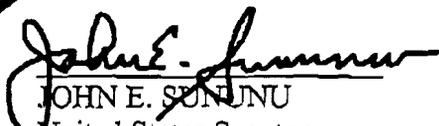
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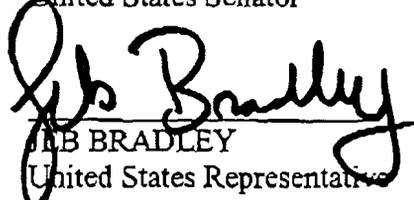
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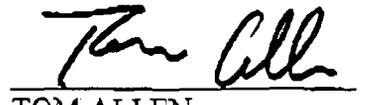

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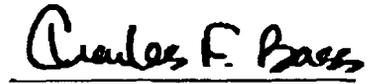

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First, Admiral Clark stated that the capacity in private shipyards was a consideration in the Defense Department's determination that there was excess capacity among the four public U.S. Navy shipyards.

We were shocked to hear this, as we are unaware that capacity in the private sector has ever been a legal or legitimate consideration in the Department's BRAC data collection and analysis processes. To our knowledge, there have been no data calls under the BRAC process of the nation's private sector nuclear shipyards. Without such data, there can be no proper analysis comparable to what was applied to the public shipyards. Without such analysis, we challenge the legitimacy of including private shipyards in the justification for reducing public shipyard infrastructure.

Second, Admiral Clark cited the end of the refuelings of Los Angeles class submarines as a justification to close the Portsmouth Naval Shipyard (PNSY). This reasoning is not supported by the facts. Significant maintenance requirements remain on the second flight of Los Angeles class submarines. The first two (of thirty-one) Engineered Overhauls (EOH) are currently in execution at Portsmouth. An EOH work package constitutes approximately 240,000 mandays, or more than two thirds the size of an Engineering Refueling Overhaul (ERO, at 330,000 mandays). PNSY is scheduled to conduct seven EOHs by 2011, which is the equivalent of more than five EROs. PNSY would perform about two EOHs per year between 2012 and 2018 if the Navy distributes workload evenly among the four public shipyards.

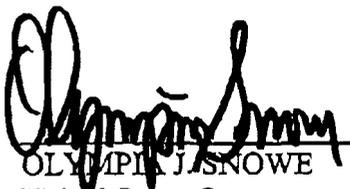
PNSY is also scheduled to perform Depot Modernization Periods (DMPs, 180,000 mandays), Selected Restricted Availabilities (SRAs), Interim Drydocking Availabilities (IDDs), Pre-Inactivation Restricted Availabilities (PIRAs), and Inactivations on Los Angeles class submarines. SeaWolf and Virginia class submarine maintenance has also been assigned to Portsmouth beginning in 2011.

Executive Correspondence

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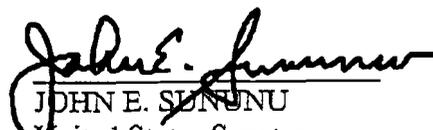
We urge your consideration of our clarification of the facts as the Commission reviews the military value of the Portsmouth Naval Shipyard.

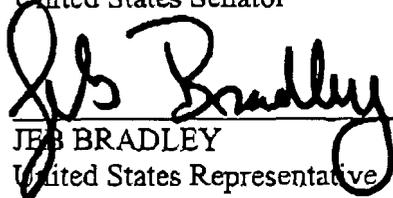
Sincerely,


OLYMPIA J. SNOWE
United States Senator


JUDD GREGG
United States Senator


SUSAN M. COLLINS
United States Senator


JOHN E. SUNUNU
United States Senator


JEB BRADLEY
United States Representative


TOM ALLEN
United States Representative


MICHAEL MICHAUD
United States Representative


CHARLES BASS
United States Representative