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# **NAS BRUNSWICK**

**TASK FORCE**

**1994 REPORT  
TO**

**DEFENSE BASE CLOSURE AND  
REALIGNMENT COMMISSION**

**MAY 1994**

**NAS BRUNSWICK TASK FORCE  
CHAMBER OF COMMERCE  
59 PLEASANT STREET  
BRUNSWICK, ME 04011  
(207) 725-8797**

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## NAS Brunswick Task Force

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NAS Brunswick Task Force  
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59 Pleasant Street  
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(207) 725-8797

MAY 16 1995

## EXECUTIVE SUMMARY

NAS Brunswick is a modern Naval Air Station with assets and advantages not found elsewhere on the East Coast. It is ideally suited to meet the training needs of P-3 flight crews and support personnel and can accommodate all seven of the currently projected Atlantic Fleet VP squadrons with no additional military construction required. Also, beyond current needs, there is room for significant expansion within the unencumbered air space and undeveloped land area presently available.

NAS Brunswick is the only remaining operational Naval Air Station in the Northeast Quadrant of the U.S. and the only military airfield in northern New England. Because the future is so uncertain, particularly in Europe, a long range strategic perspective must include geographic location considerations. Brunswick's proximity to the North Atlantic shipping lanes makes it unique in this regard. On the entire East Coast only NAS Brunswick and Key West were identified as having "strategic military value" in the BRAC-93 Operational Air Station Military Value Matrix.

NAS Brunswick has no encroachment problems or concerns and none are projected in the foreseeable future. There are no environmentally sensitive areas and no endangered or threatened species that impair operations or limit the potential for future growth.

Maine already ranks third in the nation in negative economic impact resulting from reduced military spending. Closing NAS Brunswick would mean economic havoc in coastal Maine.

NAS Brunswick was not recommended for closure by either the Department of Defense or the Defense Base Closure and Realignment Commission during the 1991 or 1993 review process. All of the logic that justified the two previous decisions remains valid today.

NAS Brunswick is uniquely suited to making a substantial and flexible contribution to the changing defense needs of the United States well into the 21st century.

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## INTRODUCTION

### PURPOSE

The NAS Brunswick Task Force was formed in anticipation of a new round of base closures, to update information previously submitted to the Defense Base Closure and Realignment Commission by the citizens of the Greater Brunswick area. Our purpose is to ensure that all relevant information is presented to decision makers during the BRAC-95 process, and the information submitted is accurate, complete and verifiable.

### ASSUMPTIONS

1. The selection criteria for developing the BRAC-95 list will be the same as BRAC-93 set forth in DEPSECDEF memo dated 10 Dec 92. (IAW Section 2903 of the Defense Base Closure and Realignment Act of 1990, as amended.)

2. The initial Force Structure plan used for analysis will be as submitted in the President's FY'95 Budget. A final plan will be provided by the Secretary of Defense.

3. There will be seven active VP squadrons, with nine P3C's each stationed on the East Coast and six on the West Coast. (Reduction to 13 squadrons will be accompanied by an increase to nine aircraft per squadron.)

4. The goal of the BRAC process is to achieve an optimum balance between Base Infrastructure and the projected Operational Force Structure; where feasible, eliminate base structure identified as excess; and, in the process, maximize the effectiveness of the total Force.

### BACKGROUND

NAS Brunswick was originally built during the World War II era and was closed after the war ended. It was reopened in 1951 and since then has functioned primarily as a Master Long Range Maritime Patrol base with strong ties to NATO. During the early 1960's, the VP Force Structure consisted of 30 operational squadrons, 15 on each coast. Each squadron had 12 P2V or P5M aircraft. The Atlantic Fleet squadrons were home based at NAS Jacksonville (5), NAS NORFOLK (2), NAS PATUXENT RIVER (3) AND NAS BRUNSWICK (5). In the late 1960's the total number of VP squadrons was reduced to 24 (12 on each coast). Subsequently the East Coast squadrons were split evenly between NAS Jacksonville and NAS Brunswick (6 each). After Fleet introduction of the P-3 Orion commenced in



**Brunswick Naval Air Station**

late 1962, the number of aircraft in each squadron equipped with P-3's was reduced to nine. The number of aircraft assigned to each P2V squadron remained at 12. The Brunswick squadrons commenced transitioning to the P-3 in 1967 and the last P2V left NAS Brunswick in 1970. Base loading at NASB (6 VP squadrons with 9 P-3's each) remained constant until 1991 when the total active VP Force was reduced to 20 squadrons, and one squadron at NASB was disestablished in the process. Nearly simultaneously, the number of aircraft per squadron was reduced from nine to eight. In 1992 the VP Force structure was further reduced to 18 squadrons, with two PACFLT squadrons disestablished.

In 1994 the structure was reduced to 16 squadrons, with one Jacksonville squadron and one PACFLT squadron disestablished. Currently NAS Brunswick has five operational VP squadrons with eight planes each and NAS Jacksonville has four.

NAS Brunswick was not nominated for closure in 1991 or 1993 by the Department of Defense and was not selected by the Defense Base Closure or Realignment Commission.

### **NAS BRUNSWICK IN BRIEF**

NAS Brunswick is located 20 miles northeast of Portland on the relatively flat Maine seacoast. The main station occupies 3,091 acres, approximately half of which have been developed. There are 261 additional acres at the Topsham Annex, off-base military housing, a remote antenna site, plus 12,466 acres at the Redington Training Site (70 air miles, north, near Rangeley, Maine).

There are two parallel runways, 8,000 feet long and 200 feet wide, capable of operating all aircraft in the current or projected inventory. The inboard runway is fully instrument equipped. Current runway utilization, both IMC (instrument conditions) and VMC (visual conditions) is less than 50 percent of capacity. Ramp space (481,057 square yards) is sufficient to park 86 P-3 aircraft under normal operating conditions (using NAVFAC standards), 95 under surge operating conditions. A total of 253 P-3 aircraft could be parked under maximum surge conditions by using the outboard runway and a closed runway. There are five hangars, four of which can house 18 P-3 aircraft under normal conditions. The fifth (Hgr 2) is an older hangar, but can house one additional P-3 if required.

NAS Brunswick has a new state-of-the-art, 1.7 million gallon capacity, NATO-funded fuel storage facility.

Currently there are 3,134 military personnel and 791 civilians assigned to NASB.

Unencumbered airspace for training is abundantly available for use by Brunswick based P-3 flight crews including 35,420 square miles of overwater operating areas less than 15



minutes flight time from the base.

Built during World War II, NAS Brunswick has been continuously upgraded and modernized since it was reopened in 1951. Over \$87 million of major construction has been completed since 1979. Very few of the WW II structures remain.

In conclusion, NAS Brunswick is fully capable of supporting all mission and training requirements for the seven active duty East Coast maritime patrol squadrons with assets currently in place. No additional MILCON is required. Sufficient land and airspace are currently available to support significant expansion if required.

## **BASE LOADING**

### **PEOPLE**

The current total population of NAS Brunswick is 3,134 military and 791 civilians. These numbers include seven operating units (5 operational VP squadrons, one special projects squadron and COMPATWING 5 staff) plus 28 other activities ranging from medical and dental support to oceanography, Fleet Aviation Special Operations, etc.. See Enclosure 1 for detailed breakdown.

### **SUPPORTED ACTIVITIES**

In addition to its primary mission of supporting the aviation squadrons and units assigned, NAS Brunswick currently supports 11 non-aviation activities (See enclosure 2 for listing). The most significant of these is SUPSHIPS BATH (Supervisor of Shipbuilding, Bath, Maine).

Bath Iron Works (7 miles from NASB) is the lead shipbuilder of the Arleigh Burke AEGIS destroyer program (DDG-51 class). It is expected that BIW will be building these ships over the next 10 years. Follow-on programs are likely.

Nucleus crews of ships under construction and Navy personnel assigned to SUPSHIPS staff receive berthing and messing support at NASB, plus medical, dental, some family housing, personnel support (including PAY), and a wide range of other "people support" activities common to most large military bases. At the present time there is an average of 250 ship's personnel in the area each month. That number increases to between 500 and 600 when a full crew is readying their ship for post delivery tests and crew qualification exams.

The Human Resources Office at NASB provides full personnel support for about 250 civil service personnel at SUPSHIPS BATH.

During AEGIS sea trials, NAS Brunswick provides ammunition and weapons, plus support for the visiting attack type aircraft and helicopters used by BIW and SUPSHIPS for combat systems trials.

## AIRCRAFT

### Current Inventory

<u>Number</u>	<u>Type</u>	<u>Utilization</u>	<u>Remarks</u>
50	P3C	Maritime Patrol	5 Operational VP sqdns. See Note 1.
1	C12	Missions Support	
2	HHIN	Mission Support/SAR	See Note 2.

Note 1. Historically one third of the P-3 aircraft have been absent from NASB on a continuing basis due to squadron deployments and detachments.

Note 2. NAS Brunswick has the only all-weather maritime Search and Rescue helicopter in the State of Maine. During the past three years NASB helo crews have been directly responsible for saving the lives of six people and recovering four bodies. All were civilians.

## CURRENT MAXIMUM CAPACITY

### Parking

<u>Type</u>	<u>As Is</u>	<u>NAVFAC Standards</u>	<u>Surge</u>	<u>Max Surge</u>	<u>Remarks</u>
P-3	65	86	95	253 (note)	Existing ramp space is 481,057 sq. yds.

Note: Using outboard runway for parking.

### Hangared

P-3	18	19			5 Hangars, 4 of which were built or modified for P-3's
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NASB has room for six squadrons at Brunswick. With two squadrons on deployment, this means NASB could house five P-3 squadrons at any one time, plus one reserve P-3 or C130 squadron, without any additional MILCON. If the number of Atlantic Fleet VP Squadrons is reduced to six, NASB could accommodate both the Reserve VP Squadron plus the Reserve C130 squadron in addition to all six of the operational VP squadrons.

#### BASE LOADING CONCLUSION:

The seven operational VP squadrons that are projected for the Atlantic Fleet can be accommodated at NAS Brunswick with existing facilities. No additional military construction is required.

### **HOUSING**

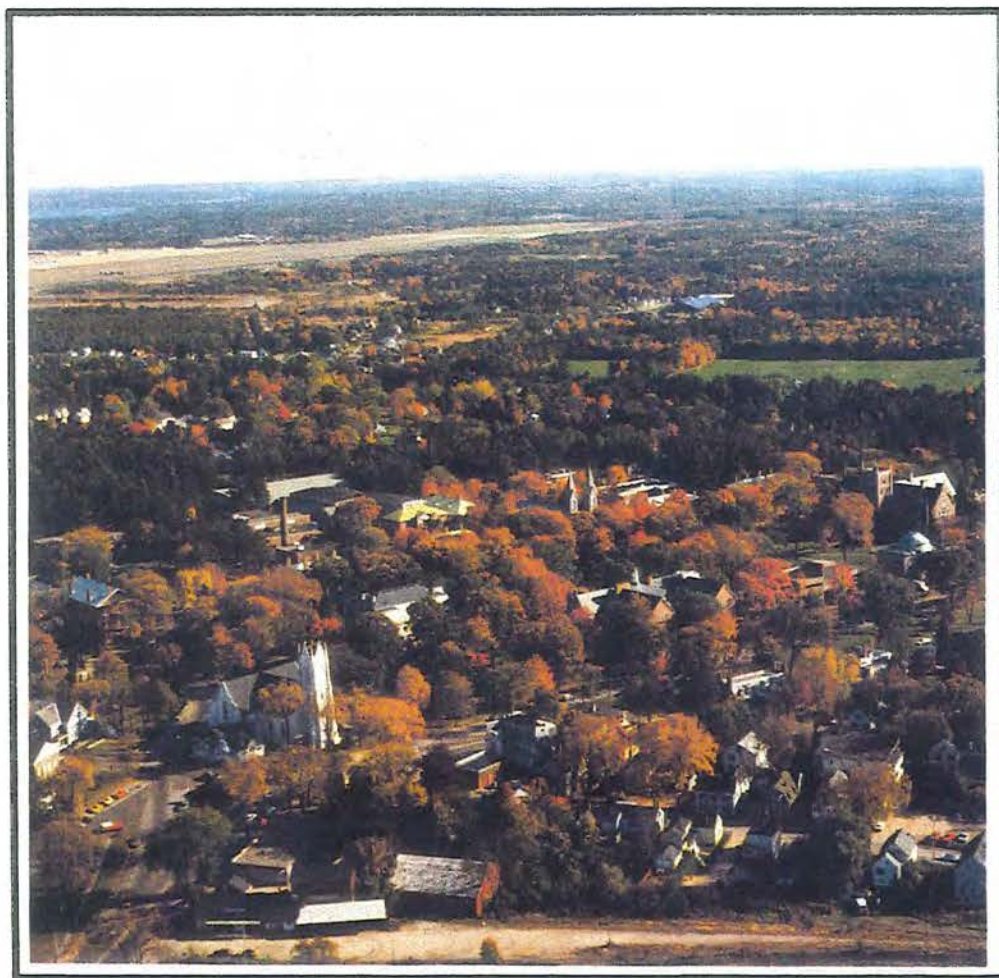
Currently there are over 1,700 Navy housing (Government owned) units in Brunswick and Topsham, including about 756 family units and 960 bachelor units. During the past five years, more than \$15.7 million have been spent on renovations for family housing units. The bulk of these improvements (\$11.8 million) was just completed in 1993.

On the civilian side, the availability and affordability of housing in the Brunswick-Topsham Area have improved considerably over the last five years. A deepening recession has caused the cost of housing to fall about 7.5% since February 1989, according to the local multiple listing service. Since then, the number of available single family residences has increased 16%.

As jobs have become scarcer, more residents are leaving the area, thus causing a higher vacancy rate in rental housing, now about 10%. As a result, many landlords have lowered rents. There are more than 400 advertisements for rental units each day in the two daily newspapers serving the Brunswick area. There is ample housing available to accommodate increased military personnel.

### **MISSION TRAINING**

Two of NAS Brunswick's greatest assets for full mission flight crew training are an abundance of available unencumbered air space and ample room for expansion.



Tom Jones Photo

From downtown Brunswick  
looking East to NASB in background



Tom Jones Photo

From East Brunswick looking West  
with NASB in background

## FLIGHT TRAINING

NAS Brunswick is essentially a single type (P-3) air station. Except for occasional transients, VP flight crews have exclusive use of all of the facilities in the area. This unique feature significantly improves flight training efficiency and enhances flight safety. If OPTAR funds were available for fuel, pilot and flight crew training at NAS Brunswick could be doubled now.

The mission of VP squadrons requires that flight crews be trained in all-weather flying and be prepared to deploy anywhere in the world on short notice. Cold weather training/experience for both flight and ground crews is essential for wintertime operations from airfields in Norway, Iceland and Greenland. NAS Brunswick is the only Naval Air Station on the U.S. East Coast that provides ample opportunity to maintain readiness in this vital area, ensuring that crews hit the ground running when they deploy.

NAS Brunswick also operates the Small Point Mining Range located 14 miles southeast of the main station where splash points of practice mines are observed and recorded, and the Redington Training Facility located 70 air miles northwest where Tomahawk Missile Testing has been conducted. Other than funding, there are no limiting factors that would preclude greatly increased utilization of these facilities.

## GROUND TRAINING

NAS Brunswick currently has in place and in service an Operational Flight Trainer (2F87) used for pilot training and proficiency and a Weapons Systems Trainer (2F 140) used for air crew training and proficiency. There are additional trainers for tactical training of Naval Flight Officers, Acoustic Sensor Operators, Electronic Warfare and Radar Operators.

NASB also supports the Atlantic Fleet Survival, Evasion, Resistance and Escape (SERE) program conducted at the Redington Training Facility's 12,468 acre site in Rangeley, Maine. In addition, a new Aviation Physiology Training Facility was opened at NASB in November 1992.

All of these state-of-the-art trainers and facilities have the capacity to fully support the projected Atlantic Fleet VP Force (7 sqdns.) without new military construction or major additional funding.

## ENCROACHMENT

NAS Brunswick currently has no encroachment problems or concerns nor are any anticipated in the foreseeable future.

## **ECONOMIC IMPACT**

Military spending cutbacks to date have had the third worst impact on Maine among all 50 states, trailing only California and South Carolina.

Closing NAS Brunswick would raise area civilian unemployment about 48%, from 8.2% to nearly 12%.

In the Bath-Brunswick Labor Market Area, NASB generates 14% of total employment, 10% of total income and 11% of purchases of all goods and services.

The 75-mile stretch of coastal Maine, from Bath to Kittery-Portsmouth, has already absorbed deep military employment reductions: 3,000 jobs lost at Bath Iron Works (only seven miles from NASB); 4,000 jobs lost already and more likely at Kittery Naval Shipyard, and 5,200 jobs lost with the closing of Pease Air Force Base, Portsmouth. That is a total of 12,500 jobs lost in coastal Maine, on top of another 5,200 jobs scheduled to be lost in northern Maine with the closing of Loring Air Force Base this fall.

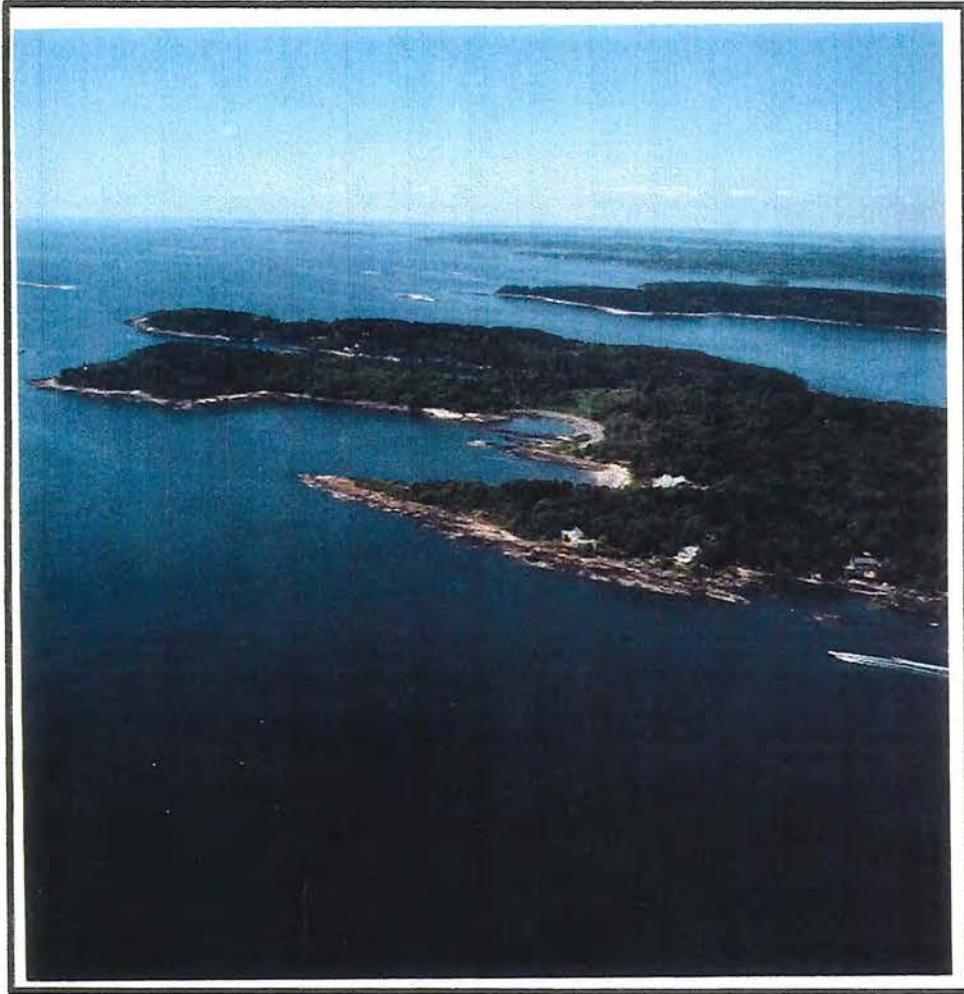
These figures help explain why Maine's unemployment rate has run about 20% higher than the national average this year, and why State Planning Office economists predict "extremely slow economic growth" for the next 10 years. They help explain why the population of the Bath-Brunswick Labor Market Area (LMA) has dropped .3% since 1990. They emphasize the importance of NASB to the Bath-Brunswick area and to the entire coastal Maine region.

## **ENVIRONMENTAL IMPACT**

There are no environmentally sensitive areas and no endangered or threatened species that impair operations or limit the potential for future growth.

While there are wetlands and other environmentally sensitive areas aboard NASB, these do not impair operations or limit the potential for future growth.

Between 1981 and 1983 several former hazardous waste disposal sites were identified aboard NAS Brunswick. The station was placed on the EPA's National Priorities list (Super Fund) and remediation actions were initiated. Construction is underway that will close five sites, and a contract to correct a "time critical" site is nearing completion. NAS Brunswick has an active and effective restoration program in place and is working closely with Federal and State regulators, local officials and citizens' groups to expeditiously remediate the identified areas. None of these areas have any impact on current operations nor would they limit future expansion.



Tom Jones Photo

From South of NASB,  
looking Southward



Tom Jones Photo

Nearby Popham Beach  
State Park

## QUALITY OF LIFE

For a half century, Navy personnel have lived as our friends and neighbors. They have been welcomed into our schools, churches and every organization of our community. In turn, they have made unique contributions to our lives, as coaches to our children, as eager canvassers for our charities, as leaders in our churches and fraternal groups; in brief, as indispensable citizens.

They have helped create one of the safest communities in one of the least violent states in the country.

Like our children, the Navy's have benefited from enlightened and supportive school systems, learning in and contributing to, a wholesome environment enhanced by a pupil-teacher ratio of 14 to 1.

Like all of us, Navy personnel have convenient access to a broad range of health care resources and specialties, which are supported by a variety of health care programs, and hundreds of physicians, specialists and health care workers and eight hospitals, all within 25 miles of NASB.

Also close by are untold recreational opportunities made especially inviting by 3,500 miles of beaches and rugged Maine coastal coves, inlets, bays and nearby islands; hundreds of inland lakes and ponds, and, within two hours, the scenic mountains and lakes region with some of the best skiing, hiking, hunting and fishing in North America.

Within a half hour's drive of NASB are found extraordinary retail and cultural opportunities, in which virtually every major brand name is available, often at discount, and where scores of colleges, museums, art galleries, restaurants, historical sites, theaters, fairs, festivals and performances draw thousands daily.

Many of these opportunities are set in small villages that stretch up and down the coast, each with its own charm and special story. They are one reason why this region is often described as having a "village flavor and city flair," the best of both worlds.

The unique blending of the military, Bowdoin College and the civilian community is a principal reason why over 3,000 retired Navy personnel have returned to the Brunswick area.

In addition, the Brunswick - Topsham - Bath Military Community Council - - one of the few, if not the only, organizations of its kind in the country - - continues to work to integrate active duty personnel into the community.



## STRATEGIC LOCATION

Freedom of the seas has been a vital U.S. national interest since the birth of our nation. Historically, our most important sea lines of communication have been between North America and Europe. Within the U.S., the closest operational military airfield to the North Atlantic shipping lanes is NAS Brunswick, Maine. Should Brunswick be closed there would be no operational Naval Air Station in the northeast quadrant of the United States and no military airfields in northern New England. (See map enclosure 3.)

Because the future is so uncertain, particularly in Europe, a long range strategic perspective must include geographic location considerations. On the entire East Coast, only NAS Brunswick and Key West locations were classified as having "strategic military value" in the BRAC 93 Operational Air Station Military Value Matrix.

The Secretary of the Navy, in his 15 April 1991 statement to the Defense Base Closure and Realignment Commission, made the following point: "Given the limited coastal land available, any surrender of coastal property or near-coastal property containing entities that support coastal bases, can be expected to be irreversible. We believe that we must avoid divestiture of assets that may be lost forever, lest those assets be needed again."

## CONCLUSIONS

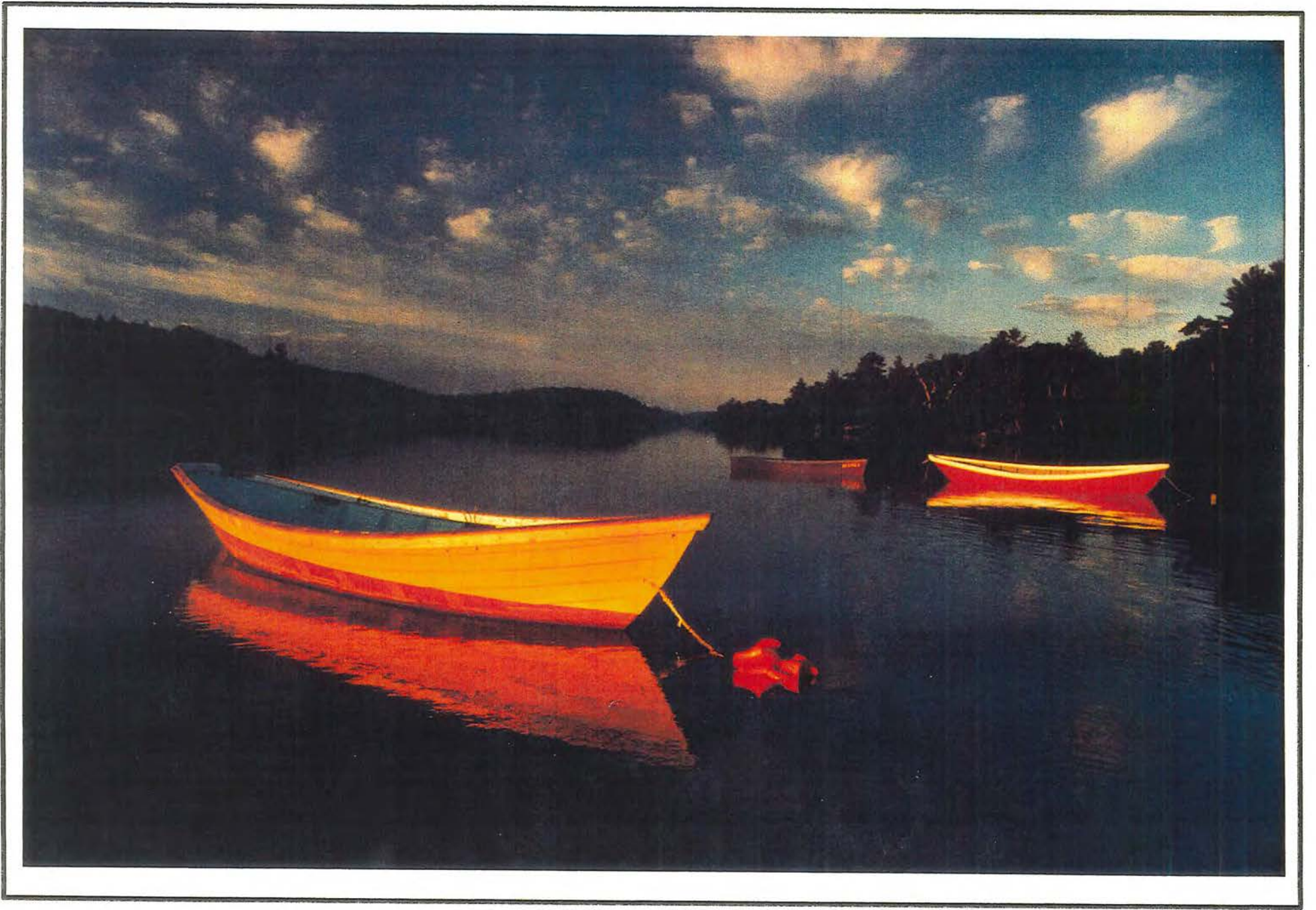
NAS Brunswick is the only operational naval air station in the entire northeast quadrant of the United States. This fact, coupled with its singularly strategic location, makes it a vital link in the readiness posture of the Atlantic Fleet.

NAS Brunswick is fully capable of supporting all seven of the projected Atlantic Fleet VP squadrons without new military construction or major additional funding.

Available land, an abundance of unencumbered air space, no encroachment problems, strong community support and high quality of life all indicate NAS Brunswick has no significant constraints that would deter future expansion.

Closing NAS Brunswick would have a devastating effect on the economy of a state already under economic stress. This is due in large part to military spending cutbacks which to date have had the third worst impact in Maine among all 50 states, trailing only California and South Carolina.

Closure of NAS Brunswick would represent the loss of a strategically vital national defense asset, one which would likely be lost forever.



A Brunswick morning

Enclosure 1

## BASE LOADING OPERATING/SUPPORTING

Command Name	UIC	Location	Officer	Enlisted	Civilian
NAS BRUNSWICK	60087	BRUNSWICK	38	533	607*

\* AF (APPROPRIATED FUND) = 312 NAF (NONAPPROPRIATED FUND) = 295

SUB TOTAL 38 533 607

• Tenants residing on main complex (shore commands)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
FASOTRAGRULANT	0348A	5	71	6
NMCB-27	08867	0	5	0
(Reserves)		24	250	0
NAESU	30860	1	1	17
NAVMEDCLINIC	32615	10	35	24
NAVCOMTELDET	33242	2	50	12
NAVSECGRUDET	35293	1	12	0
CPW-5 TSC	35381	12	48	0
NAVY EXCHANGE	39222	1	3	0
FLTIMAGCENLANT	39358	0	4	0
NAVDENCLINIC	41775	3	8	2
ROICC	44214	4	0	10
PERSUPPDET	44343	1	15	13
NCIS	44525	0	0	5
NAVLEGSVOFFDET	45458	3	1	1
NAVSECGRUACT	45485	0	1	0
CPW-5 STAFF	53823	11	23	8
FLEET MARITIME PATROL MOCC	55619	2	10	0

SUB TOTAL 80 537 98

Activity: 60087 NAS Brunswick ME

Tenant Command Name	UIC	Officer	Enlisted	Civilian
NETPMSA	68322	0	0	2
NLMOF	66458	1	22	3
CPW-5 SPINTCOMM	66848	0	2	0
HRO GROTON (BRUNSWICK BR)	68570	0	0	10
DIS	HS11BX	0	0	9
DRMO	SX1021	0	0	6
SUB TOTAL		1	24	30

- Tenants residing on main complex (homeported units).

Tenant Command Name	UIC	Officer	Enlisted	Civilian
VP-23	09043	57	243	0
VP-11	09367	57	243	0
VP-26	09610	57	243	0
VP-10	09639	58	250	0
VP-8	09661	58	250	0
VPU-1 SPECIAL PROJECTS	53869	24	126	0
SUB TOTAL		311	1355	0

- Tenants residing in Special Areas (Special Areas are defined as real estate owned by host command not contiguous with main complex; e.g. outlying fields).

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
COMRESPATWINGLANT DET	39047	Topsham Annex	1	2	2
NAVY RESERVE RECRUITER	44768	Topsham Annex	0	2	0
DECA (COMMISSARY)	48876	Topsham Annex	0	4	36
SUB TOTAL			1	8	38

Activity: 60087 NAS Brunswick, ME

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
4th MARINE DIV RIFLE COMPANY	80251	TOPSHAM ANNEX Active Reserve	1 7	8 189	0 0
USAMEDDAC (VET)	W1U5 34	Topsham Annex	1	5	1
US ARMY RECRUITING BATTALION (Reserves)	W14G R11	Topsham Annex	6 0	24 5	17 0
SUB TOTAL			15	231	18
TOTAL			446	2688	791
			3,134		

Enclosure 2

NAS BRUNSWICK

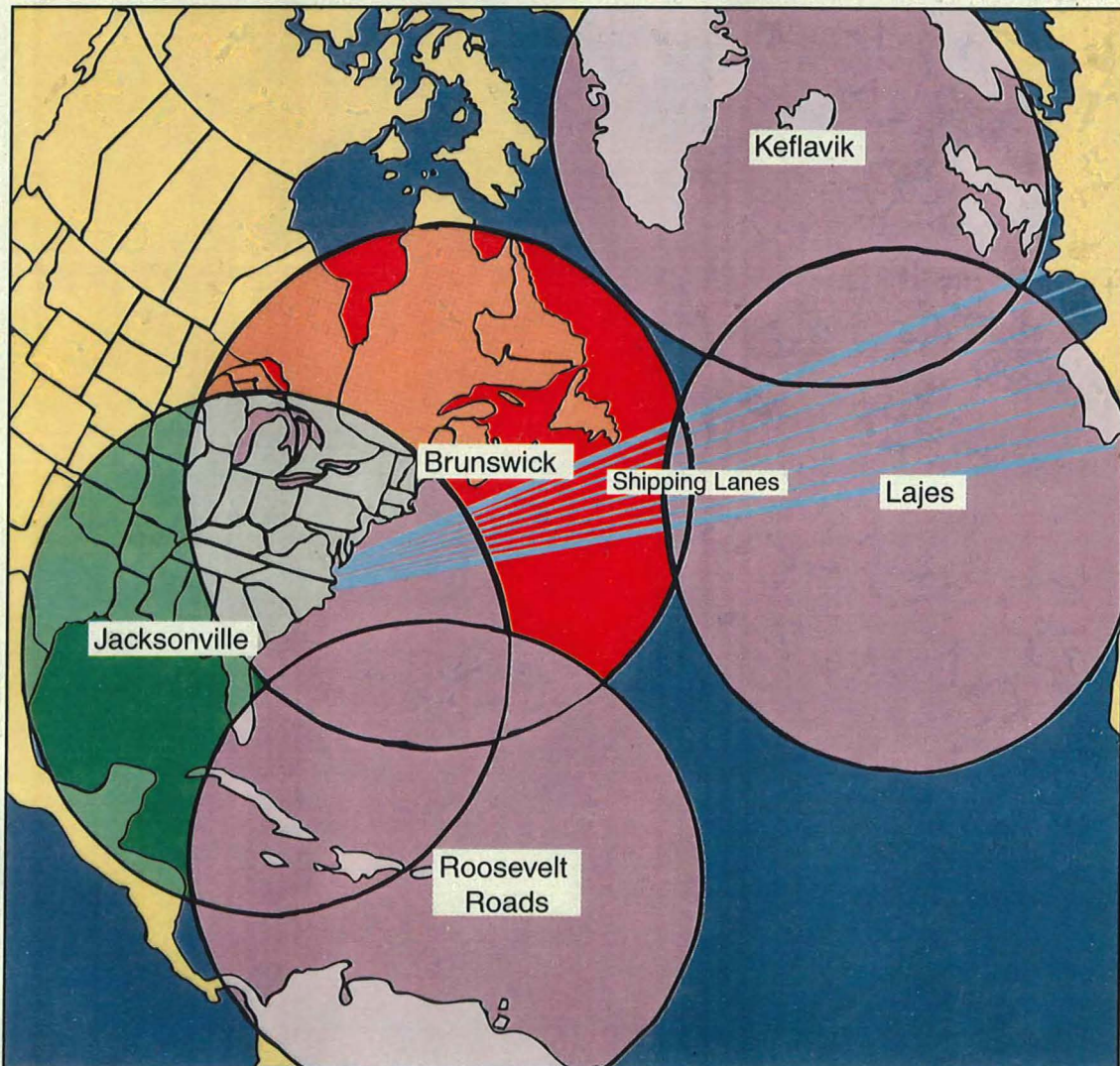
SUPPORTED ACTIVITIES

BATH	SUPERVISOR OF SHIPBUILDING, CONVERSION AND REPAIR (SUPSHIPS)
BATH	AEGIS COMBAT SYSTEMS SUPPORT GROUP (AEGISSGSSHP)
CUTLER	NAVAL COMPUTER AND TELECOMMUNICATIONS STATION (NCTS)
WINTER HARBOR	NAVAL SECURITY GROUP ACTIVITY (NAVSECGRUACT)
CASTINE	NAVAL RESERVE OFFICERS TRAINING CORP UNIT, MAINE MARITIME ACADEMY (NROTCU)
AUGUSTA	MAINE AIR NATIONAL GUARD (MEARNG)
AUGUSTA	U.S. AIR FORCE - CIVIL AIR PATROL (USAF-CAP)
PORTLAND	MILITARY ENTRANCE PROCESSING STATION (MEPS)
PORTLAND	NAVAL RESERVE CENTER (NRC)
MAINE	MAINE INLAND FISH AND WILDLIFE DEPARTMENT AND MARINE PATROL DEPARTMENT
NAGE	UNION LOCAL R1-77

### STRATEGIC LOCATION MAP

The most compelling reason for keeping NAS Brunswick fully operational is its strategic location. The attached map clearly shows in red the significant gap in effective coverage of the North Atlantic if NAS Brunswick is closed. The circles are each 1,000 nautical miles in radius, drawn from each P-3 operating base. They represent the normal maximum operating radius for a typical P-3 ocean surveillance mission (3 hrs. out, 6 hrs. on station and 3 hrs back for a total flight time of 12 hours).

The primary shipping lanes between the U.S. East Coast and Europe are shown in blue. The vast majority of seaborne commerce in the North Atlantic travel these lanes.



SOURCE: DELORME MAPPING

THE TIMES RECORD

Enclosure 4

**REASONS CITED FOR MOST BRAC CLOSURES**

According to the Business Executives for National Security in their report "Base Closure and Reuse . . . 24 case studies," the following are the reasons most frequently cited by BRAC for closure (in order of frequency):

- 1) - Poor strategic location
  - Cost to close vs. overall savings
- 2) - Ground and/or air encroachment
  - Excess capacity (other bases capable of absorbing mission)
- 3) - On base infrastructure deficiency (condition of air fields, housing stock, etc.)
- 4) - Limited expansion potential
- 5) - Other
  - high operating costs
  - space insufficient to support mission training needs
  - poor weather conditions
  - redundant mission
  - poor (local) standard of living



Enclosure 5



9 Pleasant Street, Brunswick, Maine 04011-2292  
207-725-5573 1-800-698-6306 in Maine FAX: 207-725-6644

22 April 1994

Congressional delegation of Maine  
Washington, D.C.

Dear Honorable Snow, Mitchell, Cohen, and Andrews,

The potential closure of U.S. Naval Air Station, Brunswick is a matter of concern to our communities in the midcoast region of Maine.

As a local business owner, active in the now consolidated Chamber of Commerce of the Bath Brunswick region, member of the retired armed forces community, a former U.S. Navy Supervisor of Shipbuilding at Bath Iron Works, member of the U.S. Navy League, Casco Bay Council, and directly involved with the United Way of Midcoast Maine for many years, I can offer a reasonable assessment of the impact on our community of closing NASB.

To a significant degree the retired armed forces community depends upon the support systems provided by NASB. These include the commissary, navy exchange, chapel, many recreational activities, base club facilities (2), legal services, medical dispensary services, counseling services, college undergraduate and graduate programs, and many others perhaps not as well known. Of course, these support systems are primarily for active duty personnel and their dependents, with a strong secondary purpose to serve the many area retired personnel and their dependents.

I understand from the Retired Affairs office at NASB that there are some 3,000 retired personnel plus dependents in the region, and many more throughout the state, who use the NASB facilities. About 70% of these folks are enlisted retirees and dependents, primarily navy, but of all services. Since retired officers' compensation and/or current occupation income, on average exceeds comparable retired enlisted income, their dependence upon NASB support systems is significantly less than the average enlisted retiree and their dependents. We could expect a sizeable percentage of the enlisted retirees to relocate their homes to where armed



forces support systems were available if NASB closed, whereas somewhat less of the retired officer retirees would relocate. More importantly, however, there would be much less inclination for future retirees, officer and enlisted alike, to retire to the Bath Brunswick area.

Thus, the long term impact on the midcoast Maine region of NASB closing is to ultimately eliminate the retired military community from the area. This, in an area that is known navy-wide as very receptive to navy people, active duty and retired, is a most discouraging factor in the future of Brunswick and neighboring communities.

The result would be the removal of a very valuable resource. The retired armed forces community is active in many community affairs. My participation in these activities is but one example of the leadership roles we assume, and therefore the contribution we make to the vitality of our community. The Rotary Clubs, churches, human services agencies, and town and rural government council and committee representation are but a few examples of potential losses to the region. My wife has served on several committees of the Brunswick Area Chamber of Commerce and as its president five years ago, She continues to serve on its committees. Many other wives of military retirees are contributing equally.

The average career military family is a strong asset to any community where they live. They are very capable and experienced, and bring to their community a strong desire to achieve and contribute. The midcoast region may be our country's most outstanding example of what both active duty and retired military personnel and their dependents can do for a local community in which its civilian residents warmly treat them as friends and neighbors.

The Brunswick-Topsham-Bath Military Community Council has fostered this relationship since it was founded in 1965. Each year this organization presents the Joshua Lawrence Chamberlain Award to the most deserving community or active duty person who has made outstanding contributions to the betterment of relationships between the navy and civilian communities. This year two active duty navy personnel will share this award.

The Casco Bay Council of Navy League also presents annual awards to the outstanding junior officer and sailor of the year for both the surface and aviation navy communities.

Where else does such a strong affiliation exist?

In 1976 when I began my active duty tour of duty in Bath, I was asked to be a member of the then Bath Area United Way Board of Directors. When I retired from active duty in 1981, the Bath and Brunswick Area United Ways merged. In 1988 the United Way of Midcoast Maine evolved, and expansion has now developed into Lincoln County, the region beyond Bath. Last fall it raised over a million dollars for the fifth consecutive year. This compares to less than \$350,000 raised in 1981 by the independent Bath and Brunswick United Ways. Why?

The combined efforts of the navy and civilian communities are responsible. Commanding officers of NAS Brunswick have served on the Board of Directors of the United Way as representatives of the Combined Federal Campaign (CFC) and as local citizens interested in making our community a better place to live. The Supervisors of Shipbuilding, Bath have also served on the Board in addition to senior naval officers in the area from Commander Patrol Wings Atlantic (now being disestablished) and Commander Patrol Wing Five based at NASB. The funds CFC contributes to United Way and other United Way support are now having an even greater influence in the region than ever before.

I have asked the current Supervisor of Shipbuilding, U.S. Navy, Bath if the support provided by NAS Brunswick and its tenant activities to his shipbuilding, overhaul and repair operations in Bath and Portland has changed since I served in his assignment from 1976 to 1981. His response indicated that a significantly greater degree of support exists now because of the Aegis destroyer navy ship construction program being accomplished by Bath Iron Works.

The nucleus crews of ships under construction and navy active duty personnel assigned to the SupShips staff are provided some navy housing and barracks accommodations. Unfortunately, the largest barracks facilities at the Topsham Annex (former Air Force radar facility) were recently closed. Since that time crews are housed in area motels for about a year, at considerable expense until the ships to which they are assigned are completed by BIW and delivered to the Navy ready to accept the crew living on board. A chief petty officers' quarters is still in use at Topsham.

Navy personnel and dependents who have been authorized to accompany crew members may live in navy housing to the extent that it is available to them in Brunswick and Topsham. At the present time there are an average of about 250 ships' personnel in the area each month, 500-600 when a full ship's crew is readying their ship for post-delivery tests and crew qualification examinations by the navy.

The NASB Supply department often supports the SupShip operation. Parts and equipment may be flown into NASB to meet government furnished equipment delivery deadlines required by ship construction and overhaul contracts. Salvaged or surveyed equipment and parts are often a haven for ships' personnel on the lookout for items to complement their on board support from the NASB ServMart. Ammunition and weapons for Aegis sea trials and small arms training to ship watchstanders are provided by the NASB Weapons department. NASB supports and is home base for A6 naval aircraft and helicopters utilized by SupShip Bath and BIW for up to three day builder's, acceptance, and combat system trials.

The Personnel Support Detachment (New London) at NASB pays ship and SupShip navy personnel and maintains their pay records, as well as maintaining SupShip navy personnel records. The Human Resources Office (Groton Detachment) at NASB has cognizance over all federal civilian personnel management, including processing position descriptions, recruiting to fill positions, promotions, and maintenance of civilian personnel records for SupShips Bath, currently about 250 civil service personnel.

The Base chaplains provide counseling and church services. The Navy Investigative Service probes potential criminal offenses for SupShips, and the legal department of NASB supports all prospective or commanding officers of ships and the Supervisor of Shipbuilding when required. Ships at Bath are provided pre-deployment training and suicide prevention training in addition to full services offered to NASB and base squadron personnel and their dependents by the Family Services Center at NASB.

The Naval Communications Department of NASB is critical to the entire operation of SupShip Bath, receiving and transmitting message traffic daily and supporting sea trials. The Aircraft Intermediate Maintenance department (AIMD) provides technical services in the area of micro-miniature electronic test equipment repair and recertification, and repair support for shipboard cryptological equipment.

The Counselling and Assistance Center (CAAC) provides screening, treatment, counselling, education, and referral services for active, retired, family member and DOD employees on substance abuse, weight control and compulsive overeating for all naval activities in the entire northeast area, including Canada.

All Base facilities and services are available to naval personnel of the Bath ship community and their dependents. With up to 600 naval personnel in Bath on a continuing basis, the need for these facilities is very great.

A significant percentage, perhaps 20%, of NASB's total mission is in support of the "Bath Navy".

Of course, the "Bath Navy" exists only to the extent that Bath Iron Works continues to be a viable navy shipbuilder. As the lead shipbuilder of the Arleigh Burke Aegis destroyer program (DDG-51 class), about 40 ships at the present time, BIW can be expected to be building these ships over the next ten years. A DDG-51 variant is being considered by the navy as a follow-on destroyer program, and other types of ships could be expected to be contracted to BIW. BIW is one of five shipbuilders awarded conceptual ship design contracts for a proposed LPD-17 (formerly LX) Marine expeditionary brigade (MEB) amphibious readiness strike force shipbuilding program, which could lead to new navy work.

With heavy involvement in the Chamber of Commerce and the Brunswick InTown business group, I have seen the impact of recession and empty retail shops over the last several years. It would be a serious repetition of recent hard times for local retail, service, and professional businesses if NASB closed. While federal funds have been appropriated to ease the impact of such a possibility, it would take substantial replacement of the equivalent economic value lost to regain the degree of recovery achieved over the last 12-18 months. To put area businesses through that pain again would invite mass evacuation. While the shopping malls in the area might survive, downtown Brunswick center might not.

The impact on the area school systems should not be overlooked. The removal of active duty personnel dependent children will lower enrollment substantially. In particular, there would be a devastating impact upon the new Brunswick High School now under construction which is sized to accommodate military dependent children of the future.

No one should predict doom and gloom in the face of downsizing our country's defense posture. We will make the best of it whatever happens, even plan for that eventuality.

I hope that I have given you a greater insight on the impact that NASB closure can have from my several vantage points. Your support in preserving the future of our midcoast region of Maine is essential.

Thank you for your attention and considerations.

Sincerely yours,

*Charles L. Mull*

Charles L. Mull  
Captain, U.S. Navy (Retired)