

THE NAVY SUPPLY CORPS



Newsletter

Spring 2020

NAVSUP FUELS

WHAT THE FLEET
RUNS ON





A Message from the Chief of Supply Corps

Supply Family,

The Winter edition of the Supply Corps Newsletter featured a celebration of our 225 year history. As I write this letter, I'm amazed at how much things have changed in the span of months, and further marvel at the significant contributions the Supply team is making in our whole-of-nation (and world) effort to mitigate the impacts of the Coronavirus Disease 2019 (COVID-19). Through it all, I applaud your remarkable resilience and the manner in which you are supporting the mission. I am so very proud of each and every one of you!

This newsletter went to layout prior to COVID-19 really impacting our nation; however, we were able to include a couple of pages to highlight some of our efforts to sustain Navy readiness against this invisible foe.

This edition of the Navy Supply Corps Newsletter features articles on NAVSUP fuels operations/management, literally the commodities that power the fleet. Fuelies, Supply Corps officers with the 1307 subspecialty, lead the supply community in bringing this vital commodity to every corner of the globe, providing essential support to every aspect of our Navy and joint warfighters.

The mission we perform, active duty, Reserve, civilian and contractor, is crucial to sustaining the readiness of our Navy. I am grateful for your service, hard work, and commitment to excellence. Thank you for your continued focus and dedication to our nation and Navy.

MICHELLE C. SKUBIC
RADM, SC, USN



NEWS FROM THE Command Master Chief

Supply Family,

Greetings from your NAVSUP HQ in Mechanicsburg, Pennsylvania. So there I was, at NEXCOM, getting ready to transfer and writing an introductory note to you in the last newsletter when I wasn't quite in the seat yet. Now I find myself teleworking for the first time in 31 years, writing you my second note.

Where to begin... I should be writing about the five to six roadshows and site visits I was supposed to be on, where I shook your hands, listened to your stories, and witnessed you in action making our Navy supply system hum along, serving the fleet. Instead, I sit in my home, listening to the birds chirp outside my back door as I type this note on my laptop.

You see, though I haven't been able to shake your hands, I have been able to witness your work ethic and mission accomplishments. This virus may be doing its damage in some ways, but it has also delivered goodness. I'm in more meetings and on more phone calls than I can count, witnessing your goodness, witnessing your strength in the face of adversity. Every day, I learn of another mission being changed to support another different and new need. Behind every new mission that we must flex for is the heart and drive of supply warriors making it happen.

I made a video today and I had the pleasure of calling out just a few of the many military and civilian supply experts who, at every different turn that this virus takes us, said, "We've got this." I know it's not easy, I've been there a time or two, donning a gas mask, bracing for crash landing, and going to general quarters.

Know that I feel the angst that you feel. Know that it's okay to be vulnerable. I understand that some of you are hurting emotionally, financially, and maybe even struggling in relationships because managing children out of school full-time and trying to do a job at the same time is incredibly difficult. Talk to someone before you get in too hard of a place. Know and use the resources available to help us all respond, recover, and get back in the fight. Be there for each other and reach out when you need help; your leaders are ready and available and I'm here for you too.

History is in the making and you are crafting a legacy in a time that will be remembered for many years to come. Continue crafting one of brilliance, resilience, and honor.

It is a different time for all of us and though it's different, and hard, I couldn't be more honored to serve as your CMC. Nothing across our global Navy happens without the hands of a supply professional working their magic. Keep making magic and know that I've got your back and I'm incredibly proud of you.

See ya in the fleet, soon, I hope. All Day, Every Day!

CMDCM(SW/NAC) Shannon Howe, USN
Command Master Chief
Naval Supply Systems Command

NEWSLETTER

Spring 2020

Rear Adm. Michelle C. Skubic,
SC, USN
Commander
Naval Supply Systems Command
and Chief of Supply Corps

Kurt Wendelken
Vice Commander
Naval Supply Systems Command

Capt. Matthew (Matt) N. Ott III,
SC, USN
Chief of Staff
Naval Supply Systems Command

CMDCM (SW/NAC)
Shannon Howe, USN
Command Master Chief
Naval Supply Systems Command

The Navy Supply Corps Newsletter (ISSN 0360-716X) is published quarterly by the Naval Supply Systems Command, Code NOCC, 5450 Carlisle Pike Suite 309-112, Mechanicsburg, PA 17050-2411. Contents will under no circumstances be construed as altering or superseding official instructions or as endorsing a company service product or enterprise. Periodicals postage paid at Mechanicsburg, Pa., and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Use of funds for printing of this publication have been approved by the Navy Publication and Printing Policy Committee.

Editorial Office: Send mail to Navy Supply Corps Newsletter, Naval Supply Systems Command, 5450 Carlisle Pike, Mechanicsburg, PA 17050-2411. Material may be reprinted if proper credit is given.

Distribution: Navy Supply Corps Newsletter is distributed to official Navy shore commands and ships. Requests to be added to the distribution and changes of address for all except those holding subscriptions should be directed to the Office of Corporate Communications, Naval Supply Systems Command, or by calling (717) 605-5564, or via email to scnewsletter@navy.mil. The Newsletter is also online at scnewsltr.dodlive.mil, and a .PDF version can be accessed in the eSUPPO app.

Subscriptions: For sale for \$31 (domestic)/\$43.40 (foreign) by the Superintendent of Documents, Government Publishing Office, Washington, D.C. Subscribe online at bookstore.gpo.gov and search for Navy Supply Corps or call (202) 512-1800. Address changes for subscription holders can be made by writing GPO Customer Service, P.O. Box 371954, Pittsburgh, PA 15250-7954, calling (202) 512-1806 or faxing (202) 512-2104. Postmaster: Send address changes to Navy Supply Corps Newsletter, c/o Department of the Navy, Code NOCC, Naval Supply Systems Command, 5450 Carlisle Pike Suite 309-112, Mechanicsburg, PA 17050-2411.

Spring | 2020

6

PROMOTION
NOMINATIONS

10

U.S. NAVY PETROLEUM
ENTERPRISE PRIMER 101



20

TRAINING WITH
INDUSTRY AT
EXXONMOBIL



26

SUSTAINMENT STUDY
ENSURES FUTURE OF
CRANEY ISLAND

30

REFORM

36

WHERE ARE MY ORDERS?

38

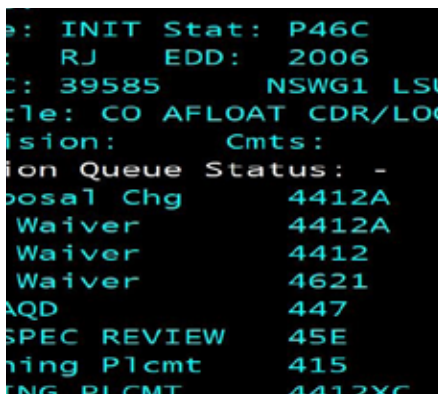
RETIREMENTS

39

OBITUARIES

42

AROUND NAVSUP



Editorial Staff

JANICE DERK

Publisher

DEBRA DORTCH
RUSSELL STEWART
MATTHEW MORRISON

Editors

LEE MUNDY

Layout & Design

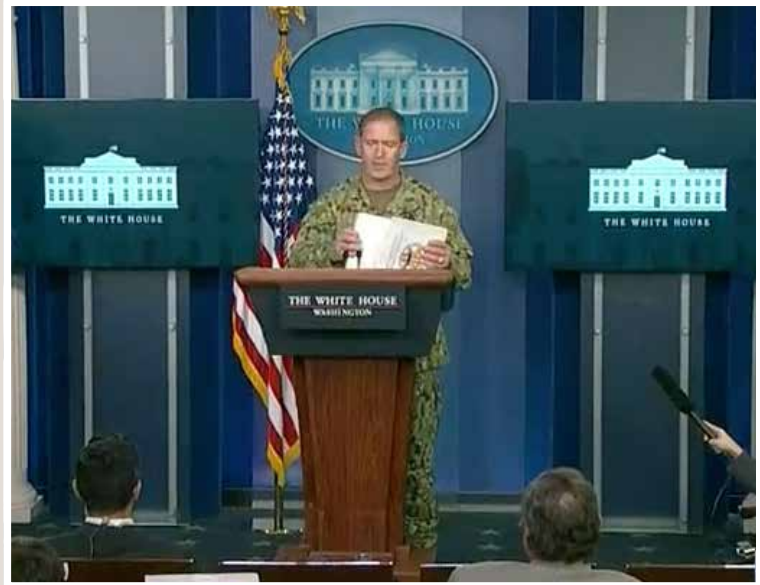
Front Cover: USNS Comfort (T-AH 20) takes on fuel and supplies March 25 at Naval Station Norfolk. Comfort is preparing to deploy in support of the nation's COVID-19 response efforts. -photo by Jim Kohler

*NOTE: photos in this edition of the Supply Corps Newsletter were taken prior to release of DOD Guidance regarding use of face coverings.

NAVSUP & Supply Corps Response to COVID-19

Rear Adm. John Polowczyk, Vice Director Joint Staff (J4), was appointed as Federal Emergency Management Agency's coronavirus supply chain task force lead by President Trump in order to catch up with the COVID-19 medical equipment crisis response.

Polowczyk is leading the effort to replenish supplies of personal protective equipment like face coverings, gowns and gloves, as well as ventilators to treat patients who have developed severe respiratory problems from the virus.



NEX Lemoore, Calif., Tailor Shop associates put their sewing skills to work, making face coverings for their fellow store associates. —photo by NEXCOM Public Affairs

ABF2 Love and ABF3(AW) Moore issue consumable parts from stock to fill both local and referral requisitions. ABF3(AW) Moore, normally stationed on NALF SCI refueling Navy aircraft, has integrated with NASNI Warehouse employees to support operations impacted by COVID manning restrictions. —photo by FLC San Diego Public Affairs



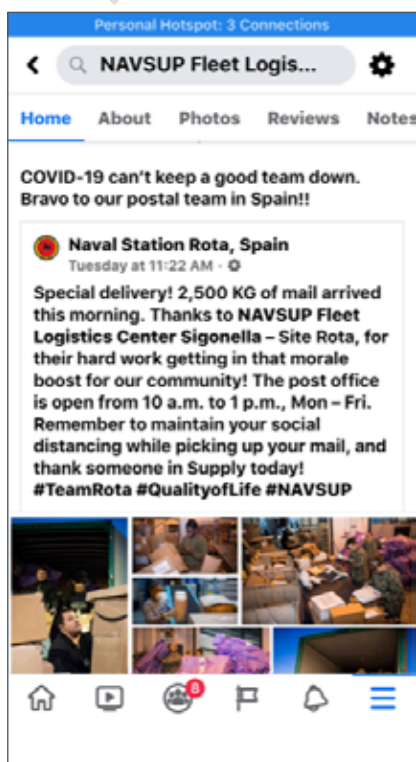
NAVSUP FLC Pearl Harbor logisticians simultaneously load supplies and issue fuel to guided-missile destroyer USS John Finn (DDG 113) to enable mission readiness amid the COVID-19 pandemic. —photo by Shannon Haney



NAVSUP FLC Sigonella-Site Rota working hard to process mail and provide a boost for morale. —photo by Naval Station Rota, Spain Public Affairs



NAVSUP Facebook post recognizing the teamwork at NAVSUP FLC Sigonella-Site Rota for their hard work, and a reminder on social distancing.

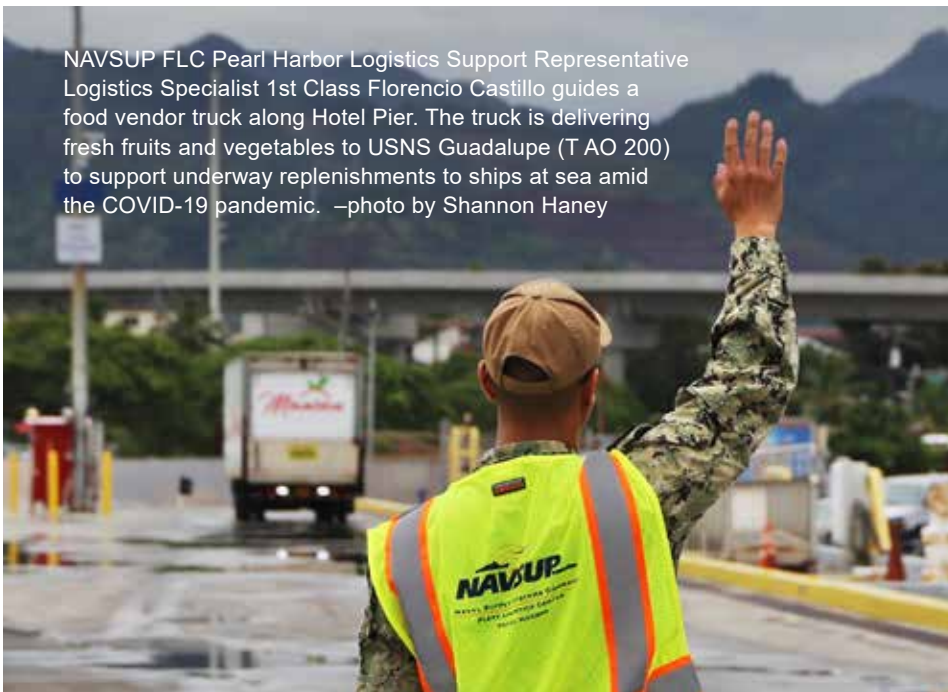


Above: Navy Exchange San Diego associates practice social distancing during its morning rally prior to the store's opening on March 31, 2020. —photo by NEXCOM Public Affairs



NAVSUP FLC Pearl Harbor demonstrates agility to sustain fleet readiness as logisticians stage pallets of supplies for the USNS Guadalupe (T AO 200) to support underway replenishments to ships at sea amid the COVID-19 pandemic. —photo by Shannon Haney

NAVSUP FLC Pearl Harbor Logistics Support Representative Logistics Specialist 1st Class Florencio Castillo guides a food vendor truck along Hotel Pier. The truck is delivering fresh fruits and vegetables to USNS Guadalupe (T AO 200) to support underway replenishments to ships at sea amid the COVID-19 pandemic. —photo by Shannon Haney



NAVSUP FLC San Diego personnel assist with emergent load out of USNS Mercy (T AH 19) in preparation for underway to support COVID-19 response efforts.



Navy Lodge Joint Expeditionary Base Little Creek, Virginia associates made branded face masks for themselves and bagged some to offer to guests as well. —photo by NEXCOM Public Affairs



Shaney Maranan, Mail Clerk for Site Lemoore's Official Mail Center, assists a squadron representative with the personal protection barrier and face coverings in place. —photo by FLC San Diego Public Affairs

Sailors assigned to Commander, Submarine Squadron Fifteen and Naval Hospital Guam assign rooms to Sailors assigned to the aircraft carrier USS Theodore Roosevelt (CVN 71) who have tested negative for COVID-19 and are asymptomatic at a Government of Guam and military-approved commercial lodging.
 –photo by Mass Communication Specialist
 2nd Class Kelsey J. Hockenberger



NAVSUP FLC Pearl Harbor logisticians stage food vendor trucks on Hotel Pier and coordinate the onload of supplies onto USNS Guadalupe (T AO 200) to support underway replenishments to ships at sea amid the COVID-19 pandemic.
 –photo by Shannon Haney



Navy Lodge Naples, Italy, associates sanitize common areas and touch points as well as rooms to help stem the spread of COVID-19.
 –photo by NEXCOM Public Affairs

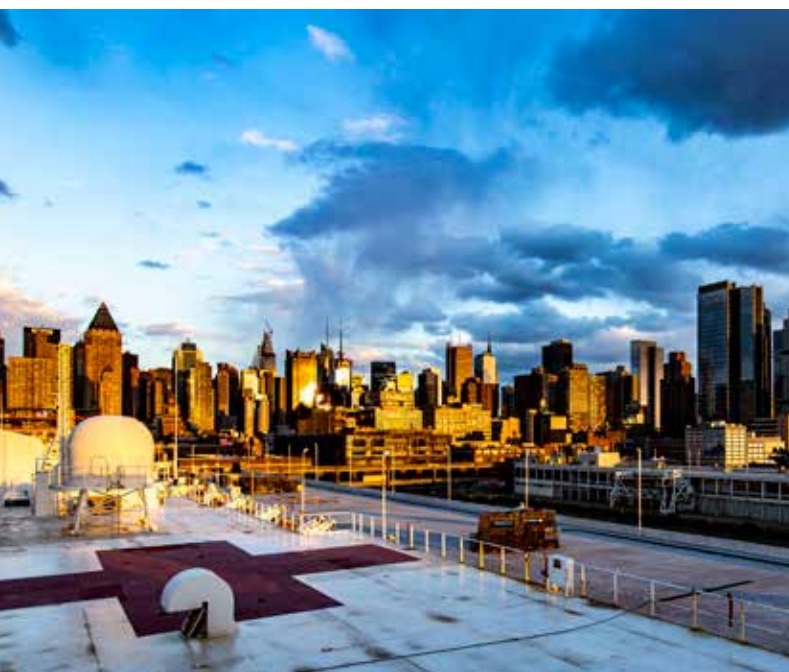
At Naval Base Guam, U.S. Navy Sailors secure an Improved Navy Lighterage System (INLS) beach module to Watson-class vehicle cargo ship USNS Dahl (T-AKR-312) during an operation to offload equipment for construction of an Expeditionary Medical Facility (EMF) from Dahl, in support of DoD's COVID-19 response and will enable forces to be postured to support Guam and the region if a Defense Support of Civil Authorities mission is requested.
 –photo by Mass Communication Specialist
 1st Class Nathan Carpenter





USNS Comfort (T-AH 20) takes on fuel and supplies March 25 at Naval Station Norfolk prior to its deployment to New York City. –photo by Jim Kohler

The Arleigh Burke-class guided-missile destroyer USS McCampbell (DDG 85) receives fuel and supplies from the fleet replenishment oiler USNS Tippecanoe (T-AO 199) during a replenishment-at-sea. McCampbell is underway conducting operations in the Indo-Pacific region while assigned to Destroyer Squadron (DESRON) 15, the Navy's largest forward-deployed DESRON and the U.S. 7th Fleet's principal surface force. –photo by Mass Communication Specialist 2nd Class Markus Castaneda



The Military Sealift Command hospital ship USNS Comfort (T-AH 20) provides medical relief to New York City. Comfort cares for trauma, emergency and urgent care patients without regard for their COVID-19 status. Comfort is working with the Javits New York Medical Station as an integrated system to relieve the New York City medical system, in support of the U.S. Northern Command's Defense Support of Civil Authorities as a response to the COVID-19 pandemic. –photo by Mass Communication Specialist 1st Class Scott Bigley

Commander NAVSUP and Chief of Supply Corps
Rear Adm. (lower half) Grafton D. "Chip" Chase Jr.
Nominated for Promotion



Nomination for promotion of Rear Adm. (lower half) Grafton D. "Chip" Chase Jr. to the rank of Rear Admiral was received in the Senate and referred to the Committee on Armed Services.

Rear Adm. Chase is currently serving as director, Joint Reserve Forces (J9), Defense Logistics Agency.

Previous duty stations include Fleet Supply, Logistics and Ordnance (N4), U.S. Naval Forces EuropeAfrica/U.S. 6th Fleet; commander, Naval Supply Systems Command (NAVSUP) Global Logistics Support, San Diego, California; Reserve director, Logistics Programs and Business Operations, N41, Office of the Chief of Naval Operations, Washington, District of Columbia; deputy chief of staff for Reserve Operations, NAVSUP Global Logistics Support, San Diego, California; Military Traffic Management Command Det. 202, Alexandria, Virginia; Navy Cargo Handling Battalion 10, Yorktown, Virginia; Naval Reserve Readiness Command South, Fort Worth, Texas; Deputy Chief of Naval Operations for Fleet Readiness and Logistics, Washington, District of Columbia; and Navy Expeditionary Logistics Support Group, Williamsburg, Virginia. His command tours include: Fleet and Industrial Supply Center (FISC) Norfolk Det. 207, Richmond, Virginia; Navy Cargo Handling Battalion 8, Lakehurst, New Jersey; Defense Finance and Accounting Service Cleveland 105, Cleveland, Ohio; and commodore, 4th Navy Expeditionary Logistics Regiment, Jacksonville, Florida.

His afloat assignments include USS Clark (FFG 11) and USS John F. Kennedy (CV 67). He has also served staff tours with the Naval Aviation Supply Office, Philadelphia, Pennsylvania, where he was a flag aide and the weapons systems manager for the EA-6B Prowler during Operation Desert Storm.

Commander NAVSUP and Chief of Supply Corps **Capt. Matthew N. Ott III Nominated for Promotion**



Nomination for promotion of Capt. Matthew N. Ott III to the rank of Rear Admiral (lower half) was received in the Senate and referred to the Committee on Armed Services.

Capt. Ott is currently serving as chief of staff, Naval Supply Systems Command (NAVSUP).

Ott received a Bachelor of Arts in Economics and Business with a Psychology minor from the Virginia Military Institute (VMI) and commissioned via VMI's Naval Reserve Officer Training Corps program. In 2004, he earned a Master of Business Administration in Global Supply Chain Management and E-Business and Digital Commerce from the University of North Carolina at Chapel Hill's Kenan-Flagler Business School. He is a 2011 distinguished graduate of National Defense University's Industrial College of the Armed Forces, where he earned a Master of Science in National Resource Strategy. He is also a graduate of the John F. Kennedy Executive School of Government, Harvard University.

Previous shore assignments include commanding officer, NAVSUP Fleet Logistics Center (FLC) Jacksonville; director of Aviation Operations, NAVSUP Weapon Systems Support Philadelphia, Pennsylvania; commanding officer, Defense Logistics Agency (DLA) Defense Supply Center Philadelphia Pacific Region; aircraft depot repair officer, S-3 Viking lead logistician, P-3 Orion lead logistician and director of Industrial Support Programs, Naval Inventory Control Point Philadelphia, Pennsylvania; aide to the 14th Director, DLA; flag aide to the Commander, NAVSUP and 41st Chief of Supply Corps; and logistics outfitting and grooming officer, Commander, Naval Air Forces U.S. Pacific Fleet.

His afloat assignments include supply officer, USS Ronald Reagan (CVN 76); pre-commissioning and commissioning supply officer, USS Decatur (DDG 73); and aviation support division officer, USS Tarawa (LHA 1). Each of his teams earned multiple Supply Blue "E" Awards for Excellence.

Ott was one of the first officers on ground in Haiti following January 2010's 7.0 earthquake, serving as one of the five members of U.S. Southern Command's (SOUTHCOM's) Logistics Assessment Team. He remained until March 2010 as DLA Support Team's Operations officer supporting SOUTHCOM, Joint Task Force-Haiti, and the Joint Logistics Command-Haiti in Operation Unified Response.

He is designated as a Naval Aviation Supply officer and a Surface Warfare Supply Corps officer. He is a member of the Defense Acquisition Corps and is a Joint Qualified officer. He is Level III Life Cycle Logistics certified and is the Supply Corps' first Life Cycle Logistics Key Leadership Position designee. His teams earned the prestigious Admiral Stan Arthur Logistics Team of the Year award for innovation and excellence for 2016 (NAVSUP Logistics Cell Team out of Philadelphia) and 2017 (NAVSUP FLC Jacksonville Enterprise Logistics Response Team). Both teams were also selected as NAVSUP's Logistics Team of the Year.

Ott's personal decorations include the Legion of Merit; Defense Meritorious Service Medal; Meritorious Service Medal; Joint Service Commendation Medal; and various unit and campaign awards.

Commander NAVSUP and Chief of Supply Corps **Capt. Dion D. English Nominated for Promotion**



Nomination for promotion of Capt. Dion D. English to the rank of Rear Admiral (lower half) was received in the Senate and referred to the Committee on Armed Services.

Captain English is currently assigned to the Joint Staff as deputy director, Supply and Distribution (J44).

English entered the Navy's Broadened Opportunity for Officer Selection and Training program. He received a bachelor's degree from Louisiana State University and was commissioned through the Navy Reserve Officers' Training Corps program at Southern University. He earned a master's in Business Administration from Old Dominion University and a master's in National Security and Strategic Studies from the Naval War College. He attended the Executive Program in Strategy and Organization at the Stanford Graduate School of Business.

Previous shore assignments include commanding officer, NAVSUP Fleet Logistics Center (FLC) Sigonella; director, Supply Corps Detailing, Navy Personnel Command (PERS-4412); logistics readiness officer, Logistics Current Operations Division, N4 Directorate for Commander, U.S. Pacific Fleet; deputy logistics operations officer, Joint Task Force Civil Support (JTF-CS), Fort Monroe, Virginia; executive assistant to the Commander, Defense Supply Center Columbus, Ohio; and ship force support officer, Supervisor of Shipbuilding, Newport News, Virginia.

His afloat assignments include disbursing and sales officer, USS Scott (DDG 995); cargo and stock control officer, USNS San Diego (T AFS 6); supply officer, USS Barry (DDG 52); and commanding officer, Explosive Ordnance Disposal Expeditionary Support Unit One.

He is designated as a Surface Warfare Supply Corps officer and as a Navy Expeditionary Supply Corps officer. He is a member of the Defense Acquisition Corps and is a Joint Qualified officer. While serving as NAVSUP FLC Sigonella commanding officer, his command earned recognition as member of the prestigious Admiral Stan Arthur Logistics Team of the Year.

English's personal decorations include Legion of Merit; Defense Meritorious Service Medal; Meritorious Service Medal; Navy Commendation Medal; Joint Service Achievement Medal; and Navy Achievement Medal.

Commander NAVSUP and Chief of Supply Corps Supply Corps Reserve Officer Nominated for Promotion



Nomination for promotion of Capt. Patrick S. Hayden to the rank of Rear Admiral (lower half) was received in the Senate and referred to the Committee of Armed Services.

Capt. Hayden is currently serving as Reserve deputy director, Logistics, Fleet Supply and Ordnance (N4RB), Commander, U.S. Pacific Fleet.

Hayden is a graduate of the University of Florida, where he earned a Bachelor of Science. He received his commission as an ensign from Naval Reserve Officers Training Corps program in August 1992. He attended the Navy Supply Corps School (NSCS) in Athens, Georgia. He holds a Master of Business Administration from Franklin University and a Six Sigma Black Belt from Villanova University.

Active duty tours include supply officer, USS Carl Vinson (CVN 70); staff officer, N41, Commander, Naval Air Forces (CNAF); logistics officer, Naval Special Warfare Group 3; and action officer at the Pentagon.

His Reserve assignments include commanding officer, Navy Reserve (NR), Commander, Pacific Fleet, Logistics Readiness Center, San Diego, California; commanding officer, NR, NAVSUP Global Logistics Support; deputy chief, Deployment and Distribution Operations Center, U.S. Transportation Command; commanding officer, Navy Cargo Handling Battalion (NCHB) 10; commanding officer, Defense Logistics Agency (DLA) Logistics Assistance Team, Columbus, Ohio; commanding officer, NR Naval Special Warfare Group Logistic Support Unit 1; and logistics officer, Naval Special Warfare Det. Columbus, Ohio.

After his command tour with NCHB-10, he deployed with Navy Expeditionary Logistics Support Group Forward as the deputy commander of a task group of 560 Sailors at 23 detachments in seven Middle Eastern countries providing customs clearance, air cargo handling, logistics and expeditionary services for Joint Forces in Operation Enduring Freedom (OEF). At the end of his DLA command tour, he forward deployed to the U.S. Central Command Deployment and Distribution Operations Center in Kuwait as deputy director of current operations. His initial recall as a Reservist was with Commander, Naval Air Forces assessing the logistics pipeline for the Navy's top weapon system platform, the F/A-18 Hornet to support OEF in Afghanistan.

He is designated a Naval Aviation Supply officer and Navy Expeditionary Supply Corps officer. He completed the Advanced Management Program at NSCS Athens and the Senior Navy Reserve Officer Course and Navy Reserve Advanced Management Seminar at Commander, Navy Reserve Force.

Hayden's personal decorations include the Defense Superior Service Medal; Meritorious Service Medal; Navy and Marine Corps Commendation Medal; Joint Service Achievement Medal; Navy and Marine Corps Achievement Medal; and various unit and campaign awards.

**Please join me in congratulating each of them
on achieving this significant career milestone!**

**M.C. SKUBIC
RADM, SC, USN**



A Word about Fuels

By Capt. Matthew D. Holman, SC, USN

As the Officer in Charge of the NAVSUP Naval Petroleum Office, I am thrilled at this opportunity to highlight the all-important topic of fuel for discussion with the Supply Corps community. Those officers among us who carry the 1307 subspecialty and proudly call ourselves “fuelies” know the critical importance of our commodity. Fuel is truly the lifeblood of the full range of Department of Defense (DoD) capabilities, and, as such, must be available on specification, on demand, on time, every time. In meeting this highest of standards, we work hand-in-hand with a dedicated team of Sailors, civil servants and contractors to deliver fuel to every corner of the world, ashore and afloat.

In this edition, you’ll hear from a variety of those professionals on topics ranging from a “101 level” strategic scope to personal experiences within the intensive education and training pipeline for our community to the daily responsibilities of maintaining facilities and delivering fuel at more than 150 Navy and Marine Corps Defense Fuel Support Points (DFSPs) worldwide. You will learn that overcoming the most daunting challenges—hurricanes, environmental risk factors and intense operational requirements—is second nature to our business. Those you will hear from include University of Kansas 811 graduates, a current fuels intern, an ExxonMobil Training with Industry Fellow, and, I’m proud to say, one of our star enlisted Sailors ABF1 (AW/SW) Erica Allen, a NAVSUP Sailor of the year finalist and a representative of the many Sailors in “non-Supply” ratings who support the NAVSUP Enterprise around the world through their work in fuels.

As you will see, petroleum is a big numbers game. Expressed in dollar terms, fuel quantities and facilities footprint, our business is uniquely massive in DoD’s portfolio. It is our people, however, from the aforementioned NAVSUP, Navy and Marine Corps team, to our partners in DLA Energy, Naval Supply Systems Command, Service counterparts and industry that fuel the Fleet and make us ready to “fight tonight.” Enjoy the insights you are about to read and, if you’re ready for a challenge, consider joining the proud ranks of Navy fuelies!

U.S. Navy Petroleum Enterprise Primer 101

By Cmdr. William
Jakubowicz, SC, USN

The focus of this edition of the Supply Corps Newsletter is the NAVSUP Fuels Enterprise. This article provides an introduction to fuels—what it is, the organization, how requirements are generated and the infrastructure that supports the mission.

The U.S. Navy Petroleum Enterprise receives, stores, and issues (delivers, sells or transfers) approximately \$3 billion a year of operational fuel for use in ships, aircraft, motor vehicles and other equipment in almost every location where it is needed around the globe. The NAVSUP Naval Petroleum Office (NPO), in conjunction with NAVSUP Fleet Logistics Centers (FLCs) are the Navy catalysts for seamless distribution to the warfighter by ensuring comprehensive management of nearly all naval shore based capitalized fuel sales. This mission requires great teamwork, technical knowledge, training and diligence to provide top quality support whenever and wherever it is needed.

The NAVSUP NPO is located in the Defense Logistics Agency (DLA) Headquarters Building at Ft. Belvoir, Virginia, and is co-located with DLA Energy and the other service partners: the Air Force Petroleum Office and the Army Petroleum Center. The mission of the NPO is “to coordinate Naval bulk Petroleum, Oil and Lubricants (POL) supply chain policy and procedures, to provide logistics support services to operational commanders and to perform the mission of the Navy and Marine Corps’ Service Control Point (SCP) for bulk POL.” The SCP role is to represent the Navy and Marine Corps as the Department of the Navy’s (DoN) direct interface to DLA-Energy, Department of Defense’s (DoD) Executive Agent for Bulk Petroleum Products, and the Joint Petroleum Enterprise on all things related to fuel from policy, management, inventory, engineering support, requirements determination and fuel quality and control.

When discussing bulk petroleum products, there are two major types of fuel that are received, stored and distributed from Navy managed Defense Fuel Supply Points (DFSP). These are:

Shipboard fuel

- F-76 (Distillate Fuel Marine–DFM)–Navy’s military specification diesel for shipboard propulsion

Aviation fuel:

- JP-5–Navy’s military specification aviation jet fuel
- JP-8–Air Force’s military specification aviation jet fuel
- F-24–Commercial fuel, Jet-A, Jet-A1, that has been “additized” to meet the needs of the military.

The main distinction between JP-5 and other aviation fuels is the higher flash point required for JP-5 due to the use aboard Naval vessels; 144°F for JP-5 vs. 100°F of JP-8. The infrastructure managed to store and distribute these products is wide and varied.

The NAVSUP NPO, serves as NAVSUP’s Products and Service Champion for fuel, providing oversight support to NAVSUP FLC and Marine Corps Air Stations and Bases fuel operations. The staff consists of 34 civilian employees and five military service members, to include U.S. Marine Corps Headquarters Liaisons.

NAVSUP FLCs manage 16 deep-water terminals and 26 air station operations, which include joint base operations at Joint Base Pearl Harbor-Hickam, HI and Joint Reserve Bases at Fort Worth, Texas and New Orleans, Louisiana. The Marine Corps manages 20 air stations and ground operations.

Petroleum products received, stored and issued at these DoN facilities are not owned by the Navy. This inventory is the property of DLA-Energy, and sales return funds to the Defense Working Capital Fund for further procurement of products. The Navy and Marine Corps represents approximately 30 percent of DoD’s overall fuel sales, with an annual usage of 27 million barrels (1.134 billion gallons) or \$3.38 billion in sales.

The total real property value of DoN capitalized fuels infrastructure is more than \$19 billion, and with this large global footprint comes a large annual maintenance bill. Most of this maintenance bill is funded from the DLA-Energy Sustainment, Restoration and Modernization (SRM) program. Our facilities annually require an average of \$200 million in maintenance in order to comply with environmental and regulatory requirements. Submitting, funding and executing maintenance projects requires intensive coordination from NPO, DLA Energy, the site(s) and the project execution agents–Naval Facilities Engineering Command, the Army Corps of Engineers or the Air Force Civil Engineering Service Activity. In addition, to maintenance dollars facilities can compete for DLA-Energy Military Construction (MILCON) program funds at the annual Installation Planning and Review Board (IPRB). The IPRB funds are five-year program funds for long-term projects that recapitalize or modernize a facility. NAVSUP NPO manages in excess of \$800

million in MILCON projects through the stages of project development and execution at Navy and Marine Corps fuel facilities.

The professionals that run these fuel terminals and air station operations are a diverse group of military, government civilian and contractor personnel. These professionals have expertise in Fuel Operations, Quality Surveillance, Facility Engineering and Management, Environmental Management, and Inventory Management. The military personnel are Supply Corps officers with the 1307 sub-specialty and Aviation Boatswain Fuels. The government civilians are career government civilians and military retirees starting their second career. Additionally we have DLA-Energy funded contractors who operate our government owned-contractor operated sites with a NAVSUP Contracting Officer’s Representative.

NPO is also the Community of Interest Lead for the Petroleum Management (1307) Sub-Specialty Code Program. 1307 designated officers are those officers who have completed one of two training pipelines or self-nominated based on experience for the 1307 sub-spec. The two training pipelines are the Operational Logistics Fuels Internship program, and the University of Kansas’ 811 post-graduate program.

The internship program selects three to four officers at the O-2 or O-3 paygrade completing their first sea tour. Officers who complete the internship will then be assigned to fuel terminals and air stations along with fleet staff.

The University of Kansas’ (KU) 811 post-graduate program selects four to six officers per year at the O-3 and O-4 paygrade, who have completed two operational tours. Upon completion of the KU-811 program these officers can expect to be detailed to FLC Code-700 positions, or fleet fuel planning billets at U.S. Fleet Forces Command, U.S. Pacific Fleet, U.S. Naval Forces Central Command or DLA Energy.

This overview of the Navy fuels community should provide you with a brief snapshot of the dynamic and exciting team of experts that manage the Class IIIB supply chain. The additional articles that follow will amplify this discussion and describe in more depth how NAVSUP provides top tier fuel support to our Navy, Marine and Joint customers. 🌟

NAVSUP FLC Puget Sound personnel on a small boat move an oil containment boom to simulate containing the oil spill during a training drill supported by Coast Guard Sector Puget Sound personnel. —photo by Mass Communication Specialist 3rd Class Emilia Hilliard



Manchester: Serving the Fleet and the Environment

By Lt. Cmdr. Edward Nixon, SC, USN

REGIONAL FUELS DIRECTOR, NAVSUP FLEET LOGISTICS CENTER PUGET SOUND

Douglas Tailleir

DEPUTY ENVIRONMENTAL DIRECTOR, NAVSUP FLEET LOGISTICS CENTER PUGET SOUND

Nestled on the western shore of Puget Sound lies the Manchester Fuel Depot (MFD), a Navy fuel facility operated by NAVSUP Fleet Logistics Center (FLC) Puget Sound Fuel Department. MFD is the nation's largest defense fuel support point for the Defense Logistics Agency in the continental United States. Since the first fuel delivery by the USS Tippecanoe (AO 21) in December 1941, MFD has been at the forefront of providing outstanding fuel support to the fleet in the Pacific Northwest (PacNW).

The fuel depot's mission is to receive, store, and issue on-specification aviation and marine petroleum products that support Department of Defense missions and operations throughout the region.

Since 2011, over one billion gallons of fuel, lube oil, and additives have passed through the depot. More than half of that volume supported aviation operations at Naval Air Station Whidbey Island. However, MFD goes beyond providing fuel support for Whidbey Island. In addition, MFD supports aircraft carriers and small craft stationed at Naval Base Kitsap (NBK)-Bremerton; the submarine force at NBK-Bangor; the surface ships at Naval Station Everett; the U.S. Coast Guard fleet of icebreakers and cutters, Military Sealift Command assets positioned or operating in the PacNW; allied forces operating in the area; and other vessels that require service.

The volume of fuel and petroleum products handled by the engineers and fuel specialists (known as "fuelies") at MFD brings inherent risks.

However, fuel operations at the facility also bring an immense responsibility to protect the depot's pristine natural surroundings. The state of Washington, Navy Region Northwest, and the Puget Sound community—from local governments to the homeowners living outside the fence line—rightfully expect responsible stewardship of the environment. MFD exceeds these expectations through the NAVSUP FLC Puget Sound Fuel Department's environmental mission, which focuses on two key aspects: proactive management of MFD's ecosystem and effective spill response.

MFD's robust spill response program is vital to maintaining a healthy ecosystem. As part of the program, the NAVSUP FLC Puget Sound annually conducts two deployment drills and a tabletop exercise to ensure peak performance in spill response. During these drills, MFD fuelies practice oil spill recovery methods, deploy oil spill boom, and practice protection strategies to prevent damage to the natural environment as well as public assets of cultural and historic value.

In October 2019, The U.S. Coast Guard conducted a government initiated unannounced exercise for an "average most probable" discharge scenario as identified in the NAVSUP FLC Puget Sound Fuel Department Facility Response Plan. The drill's premise involved a ruptured transfer hose discharging approximately 2,100 gallons of F76 fuel into the water. The MFD fuelies successfully completed the drill by initiating agency notification, securing the source of the spill, and controlling the spill area through primary and secondary containment. Their rapid

deployment of a portable skimming system and vacuum trucks removed the simulated petroleum product from the water.

Along with its annual training requirements, the Fuel Department at Manchester participates in a triannual “worst case” drill that encompass various agencies from the region, including the Washington State Department of Ecology, U.S. Coast Guard, Navy Region Northwest, area tribal governments, and local government officials. The drill demonstrated the MFD’s ability to integrate assets and coordinate operations with local, state, and federal agencies to combat a major spill anywhere in the Puget Sound region.

“The Washington Department of Ecology appreciates the U.S. Navy’s efforts to prevent, prepare and respond to oil spills. These efforts provide the opportunity for rapid, aggressive and well-coordinated response in the event of a spill,” said Scott Zimmerman of the Washington Department of Ecology Spill Prevention, Preparedness, and Response Program.

MFD maintains over seven miles of oil spill boom, 11 vessels for response, and the USCG Vessel of Opportunity Skimming System. Meticulous training, frequent response drills, and proactive management of equipment and resources ensure the fuelies at MFD are always prepared to respond to petroleum spills in the area, regardless of the source.

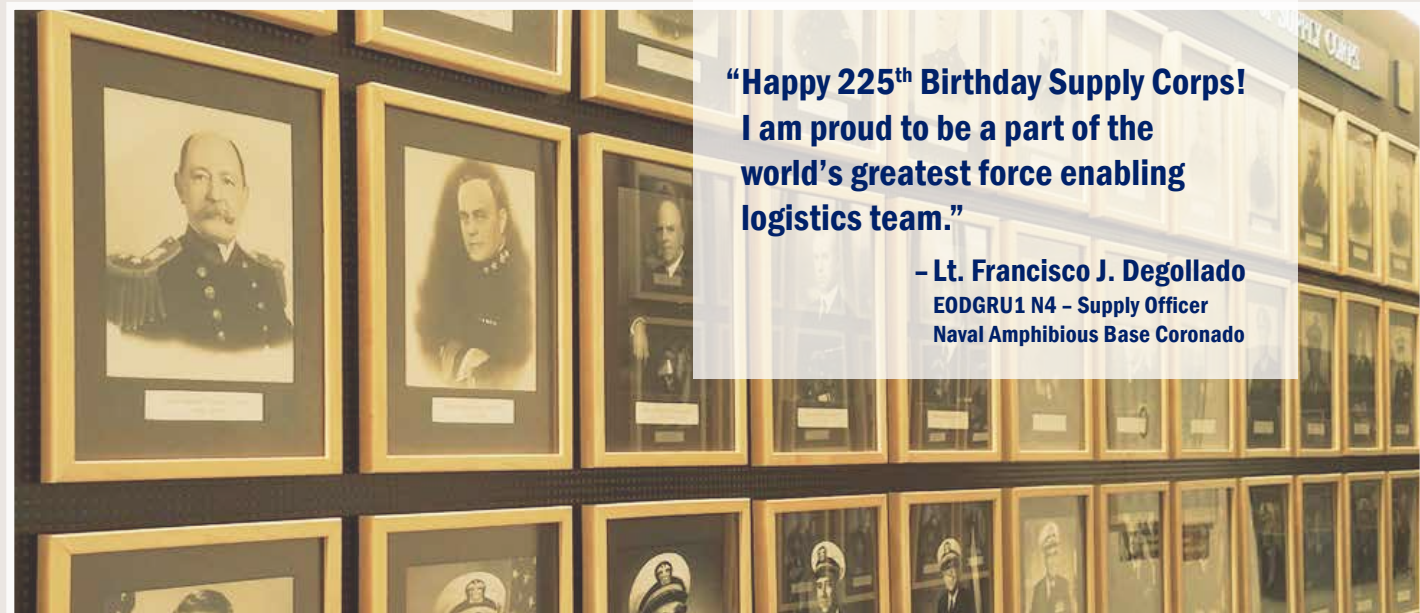
“All staff participate in the environmental response and all are invested in the environment here,” said Michael Hardiman, chief engineer, NAVSUP FLC Puget Sound Fuel Department.

The NAVSUP FLC Puget Sound Fuel Department at MFD looks for every opportunity to blend its primary fuels mission with continued sustainability of the natural environment. The entire team searches continually for new, innovative solutions and opportunities. One such opportunity resulted in an ongoing partnership with a local high school and a community service organization to release salmon hatchlings into the section of Beaver Creek that passes through fuel depot property.

The facility’s 234-acre property contains forests, a 26-acre lagoon, and a salmon-bearing stream. MFD strives to enrich and protect the watersheds, soils, forests, fish, wildlife, and other natural resources. For example, MFD is facilitating a project to replace an undersized and degraded culvert on Beaver Creek, a critical salmon-bearing stream in the local area. The construction of a larger, more natural fish passage culvert will provide an improved passageway for spawning salmon. Beaver Creek has the potential to provide spawning habitat for multiple salmon species including Coho salmon (*Oncorhynchus kisutch*), Chum salmon (*Oncorhynchus keta*), and Coastal Cutthroat Trout (*Oncorhynchus clarki clarki*). The new culvert will also allow natural dispersion of stream material above and below the culvert to create a more natural streambed and benefit organisms that rely on the stream for habitat. Finally, the new culvert will allow salmon to swim freely from MFD to Manchester State Park, about a mile north of MFD.

Another demonstration of MFD’s commitment to the environment is that bald eagles feed and roost within the MFD boundary. These magnificent birds are federally protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act, as well as the state of Washington bald eagle protection rules. There is one known bald eagle nest platform near the shoreline, overlooking the fuel pier. MFD officials established construction- and repair-free zones in key areas of the facility to protect the nest. The bald eagle nest at MFD is considered the most productive on Navy property in the Pacific Northwest area.

The fuelies, along with the leadership of NAVSUP FLC Puget Sound, view the commitment to the stewardship of the natural environment as an integral aspect of their mission. This focus on fleet support while always mindful of environmental protection will ensure this facility remains the Navy’s fuel jewel of the Pacific Northwest for years to come.



**“Happy 225th Birthday Supply Corps!
I am proud to be a part of the
world’s greatest force enabling
logistics team.”**

**– Lt. Francisco J. Degollado
EODGRU1 N4 – Supply Officer
Naval Amphibious Base Coronado**



NAVSUP Fleet Logistics Centers Jacksonville and Norfolk Fuels Personnel Weather the Storm

By Code 700 NAVSUP Fleet Logistics Center Jacksonville and NAVSUP Fleet Logistics Center Norfolk

For many Sailors and families stationed throughout the Southeastern United States, June 1 looms ominously on the horizon. The date officially marks the beginning of hurricane season, but the majority of preparations begin long before a hurricane makes landfall. Both the NAVSUP Fleet Logistics Center (FLC) Jacksonville and NAVSUP FLC Norfolk fuels teams are no strangers to these essential and time-critical preparations.

Safety remains a top priority in all fuels operations, and safety measures must be in place to support mission success in the face of extreme weather. Prior to the start of hurricane season, fuels personnel are tasked with preparing for, and implementing precautionary measures that not only support safety regulations, but also reduce the risks associated with high wind and high seas, which can cause significant damage to fuel tanks, piers, ships, and aircraft.

For instance, bulk fuel tanks are often empty due to internal inspections. Lacking its normal weight when full, fuels personnel

must ensure the tank is anchored and able to withstand severe weather conditions. Fuel barges are similarly filled with fuel prior to a storm to reduce the impact of heavy seas. Additionally, fuels personnel work to ensure supplies such as sand bags, oil drip pans, and oil spill response kits are on hand and ready for use if needed. Potential storm surges and flooding may require that electrical equipment in low lying areas is relocated to higher ground.

Prior to, during, and after a hurricane, the NAVSUP FLC Jacksonville and NAVSUP FLC Norfolk fuels teams actively engage with regional leadership in reporting fuel inventories and availability. The successful and on-time delivery of fuel is critical to continued operational readiness in addition to disaster response operations throughout the region.

An important point to consider regarding Department of Defense (DoD) fuels is our reliance on the civilian fuels market infrastructure for supply. The DoD accounts for approximately 1.5% of U.S. fuel consumption, and Navy fuels are a boutique subsegment of that. Regardless of military priority, we are a high maintenance, low value customer, as far as national refineries are concerned. Navy fuel is specially blended for naval use. However, it is sourced from civilian refineries and transported via the civilian supply chain. Since the Navy does not and cannot dictate the resiliency of the civilian fuel sector, we must prepare for any natural disaster or emergency that can potentially cause a disruption in this chain. As a result, ensuring





our bulk fuel facilities at NAVSUP FLC Jacksonville and NAVSUP FLC Norfolk are topped off is key to mission success throughout hurricane season.

Ironically, one aspect of preparing for a hurricane is working diligently to transport fuel away from the bulk storage facilities and into the hands of retail sites and other customers who can more directly support the fleet. NAVSUP FLC Norfolk ensures that combat logistics force supply ships receive ample fuel deliveries prior to a storm, allowing for multiple underway replenishments should a fleet sortie occur. Additionally, fuel tanks at regional airfields such as Naval Air Station (NAS) Norfolk and NAS Oceana are filled to safe operating capacity, fuel barges are filled and prepositioned at retail sites allowing for the fastest possible response time, and fuel trucks continuously transport fuel, pending highway safety.

During the storm, operations cease and only emergency response personnel remain, should immediate action be required. Hatches are battened down, missile hazards are removed, mooring lines are doubled, and the storm is weathered as we monitor the tanks and other equipment to ensure facility integrity. Personnel are required to review their Navy Family Accountability and Assessment System account in advance of and throughout the duration of the storm. One-hundred percent personnel accountability and updated recall information are critical when planning for immediate clean-up and operations following a storm.



Likewise, the work of the fuels team is not complete after a hurricane has passed. Damage assessments are completed as soon as practical to determine if fuel facilities are safe to operate. NAVSUP FLC Jacksonville fuels personnel collaborate with the command Operations Division to provide critical fuels assistance in support of the command's Enterprise Logistics Response Team. These teams are activated to augment other NAVSUP FLCs in times of crisis or emergency and are typically staged to deploy within 96 hours of a disaster or emergency situation. Fuels personnel assist in flexing a full array of logistics functions and perform critical tasks such as topping off vehicles and emergency generators, often the sole power source for installations.

Following a hurricane, focus is also shifted at NAVSUP FLC Norfolk, with attention now being turned to the ships and aircraft, as they return to homeport following a sortie. Additional fuel deliveries are scheduled at retail fuel facilities in order to support returning squadrons and fuel barges are made ready for pierside refueling for returning ships.

Hurricane season brings about many logistic challenges and obstacles. However, Navy fuels personnel diligently prepare facilities, formulate courses of action, and execute accordingly. We remain poised and ready and are always up to the task! 🌟

A Day in the Life of an Aviation Boatswain's Mate Fuels

By ABF1 (AW/SW) Erica Allen



ABF1 (AW/SW) Erica Allen

As the Leading Petty Officer (LPO) and Regional Quality Assurance Officer at the NAVSUP Fleet Logistics Center Yokosuka Fuels Department, my day begins around 0700. After dropping my kids off at school and daycare, I transit to my work site at Defense Fuel Support Point (DFSP) Hakoziaki, a 10 to 15 minute drive from Commander Fleet Activities Yokosuka base. After a short shuttle boat ride, I arrive at Azuma Island, a unique facility that stores various types of petroleum products including JP5, JP8, F76, LTL, MUM, and FJ1. There are 22 aboveground and underground storage tanks throughout the island to hold our petroleum inventory.

As the Departmental LPO, I supervise a team of 14 military personnel. Given the location of our terminal in Central Japan, the team is directly responsible for providing fuel to Naval Air Facility Atsugi, Yokota Air Base, Misawa Air Base, Camp Zama and Camp Fuji, as well as U.S. 7th Fleet Forward Deployed Naval Forces vessels and visiting units. We receive fuel by Military Sealift Command tankers and distribute it to Department of Defense (DoD) customers throughout Central and Northern Japan via coastal tankers, barges, rail, and fuel trucks. We also provide fuel to other DFSPs.

All operations that take place require a Quality Assurance Representative and that is when my team comes in. For each evolution that occurs, I assign a military member to that specific operation to ensure all safety precautions are in place and samples are collected as the fuel is being transferred. Operations will vary from day-to-day. Some days we will issue fuel to one ship; on other days, to several ships, depending on their schedules.

As the Kanto Plain Regional Quality Assurance Officer, I lead eight Master Labor Contract employees, who are Japanese nationals hired by the Government of Japan in support of the U.S. Forces Japan mission. We operate out of a regional "Class A" laboratory at DFSP Hakoziaki, and in addition to sampling fuel for our terminal, we also provide support to DoD customers in the Kanto region. On a daily basis, I am responsible for tracking all incoming fuel samples that are sent from different locations. I ensure all testing is completed in a timely manner and the results are received by our customers. On average, our laboratory tests over 8,000 samples a year, utilizing 41 pieces of mission-essential fuel testing equipment. In addition, I ensure all our laboratory equipment is calibrated and receives regular maintenance.

At the end of each day, I check the schedule for fueling evolutions for the following day to ensure everyone is assigned where they need to be. In addition, I also ensure our laboratory does not have any pending fuel samples that still need to be tested. Some days are longer than others, and sometimes this includes work on weekends in addition to my other watch standing requirements, but luckily for me I work with a great group of people that hardly ever complains and works hard to get the job done, no matter what.

I enjoy my work and I understand that the collective team effort contributes to the larger Navy mission. Our contributions are what make our Navy "Mission Ready," at all times. 🌟

Petroleum Management MBA at the University of Kansas

By Lt. Cmdr. Christopher Mason, SC, USN

When someone hears “Kansas,” the first thoughts they may have are of a flat prairies and tumbleweeds or flyover country. This may be the case in western Kansas, but Lawrence, Kansas is a hidden gem with rolling hills in the eastern portion of the state and home to the Navy fuels 811 program at the University of Kansas (KU), less than one hour from Kansas City. In a lot of ways, Lawrence is very similar to your typical college town with the added bonus of being great for those who have families. The university and the city work hand-in-hand in structuring events for all age groups in the city, with KU basketball probably the biggest event in town.

The experience of going through the 811 program at KU has changed over the years, with one of the biggest changes being that all of the MBA courses are now taken in the recently built Capitol Federal Hall (CAPFED). In addition to the MBA courses at CAPFED, the 811 students also take 16 credit hours of engineering courses, with one engineering course being located at KU's Edwards Campus located about 30 minutes from the main campus in Overland Park.

Most MBA year groups at KU have just under 30 students who are completely together for all of the first semester classes, but then begin to break apart in the second semester into their preferred track. These tracks include supply chain management, marketing, and finance. The Navy students can choose any of these tracks along with their petroleum management track.

One difference in the curriculum between the 811 students and the civilian students is that during the summer, the civilian students do an internship; and with 811 students being Navy, KU instead had us go to Houston, Texas, for a week to visit oil companies for our internship. The companies we visited were ExxonMobil, Chevron, ConocoPhillips, and Shell. This was a great opportunity to experience corporate headquarters and cultures and to get a feel of how

oil companies operate. With ExxonMobil, Chevron, and ConocoPhillips, we visited their Houston offices and saw different aspects of their operations to include their oil exchange trading operations and their operation centers. At Shell, we visited one of their refineries outside of Houston.

Through the 811 program at KU, I was able to visit Fortune 500 Corporate Headquarters, something I probably wouldn't have been able to do anywhere else in the Navy outside of Training with Industry. Also, through the

business community operates, but also insight on how to manage budgets, people, time, projects, and operations, along with receiving baseline knowledge in some core engineering principles.

At KU, your MBA civilian counterparts graduate a semester before you do and during the last semester is when you finish the remaining engineering courses. With a lot of individuals in the Supply Corps not having mathematic or science backgrounds, waivers are occasionally needed for the 811 program,



The Capitol Federal Hall building, which houses the KU School of Business.
– photo by KU School of Business

KU Business School, I had the opportunity to have lunch with Warren Buffett in Omaha, Nebraska, attend KU's CEO seminar series that included former Kroger CEO David Dillon, and engage with other regional business and community leaders. Although KU doesn't teach you how to specifically operate a bulk fuel facility, the program at KU will not only give you valuable insight on how the

myself included, in order to meet the academic profile code score of 323. This was an easy waiver process laid out in the Supply Corps Post Graduate Education Screening process and the Engineering Department at KU was always more than willing to provide assistance as needed to ensure students could make it through some of the more mathematically challenging courses.

...continued on page 18

Once you graduate, you will then be known as a “Fuelie” within the Supply Corps and you will be off to your follow on tour. In terms of follow on tours, everyone’s experience will be a little different even if you end up going to a FLC. Even though there are several Regional Fuel Officer Jobs at different



Above: In March, 2019, NAVSUP Commander RADM Michelle Skubic listens as Aviation Boatswain's Mate Fuels 2nd Class Albert Rodriguez, NAVSUP Fleet Logistics Center Sigonella's Fuel Farm Section leader, explains the hydro system capabilities of the pantograph direct fueling system on the flight line of Naval Air Station Sigonella, Sicily, Italy. —photo by Joe Yanik

fleet logistics centers, each fleet logistics center’s situation usually has its own unique differences. For instance, as NAVSUP FLC Sigonella Regional Fuel Officer, unlike the other Regional Fuel jobs, the position does not have direct responsibility for the fuel sites, however the position provides oversight and acts as the principal advisor for five fuel sites in Europe and Africa, providing fuel expertise to the NAVSUP FLC Sigonella Commanding Officer and Site Directors.

Coming to NAVSUP FLC Sigonella to become the Region Fuels Officer was an extension of the learning process of becoming a “Fuelie” that began at KU. Except the need to learn about a specific course was replaced by the need to learn about specific sites and projects. The sites in this region vary from operating out of 210K Fuel Bladders to an entire fuel farm in Rota with 48 tanks, or projects that are as small as a sensor replacement at a service station to new fuel bulk storage tanks.

Being the Regional Fuels Officer overseas requires interaction with various partners, including NATO, host nation services and employees, Defense Logistics Agency (DLA) Energy Europe and Africa, and coordination with multiple Combatant Commands. These interactions are in addition to the common interactions that one would have with the Navy Petroleum Office, DLA Energy, Naval Facilities Engineering Command, and various other entities and partners that are required

to ensure that NAVSUP FLCs are Ready, Resourceful, and Responsive!

At NAVSUP FLC Sigonella our current Commanding Officer, Capt. Alessandro Turner, is also a former KU grad and a “Fuelie” himself. This gives NAVSUP FLC Sigonella an added benefit, with a large portion of the total workforce in the region related to fuels, of getting extra emphasis and focus on fuels within the organization. Much like supply in the Navy, the essentiality of fuels is sometimes missed in the bigger picture within the Supply Corps and the Navy. No Navy platform can perform and execute their mission without fuel support, with maybe the exception of submarines, yet they also have diesel generators. Having a CO with a fuels background at NAVSUP FLC Sigonella has dramatically increased the advocacy for fuels in a region where piers, pipelines, and facilities approaching 60 years in age can cause an “all stop” to operations and dramatically impact war plan execution.

As NAVSUP FLC Sigonella Regional Fuels Officer, there are a lot of long-term decisions that are made at the region level before and during one’s time there that may not come to fruition for many years after one leaves, like a major military construction project. However, these decisions are vital in ensuring that the Navy is able to win the next war whenever or wherever it may be. Rock Chalk Jayhawk! 🌟



Left: Sailors assigned to San-Antonio-class amphibious transport dock USS Green Bay (LPD 20) take on fuel from fleet replenishment oiler USNS John Ericsson (T-AO 194) in support of Exercise Cobra Gold 2020. —photo by Mass Communication Specialist 3rd Class Vincent E. Zline



Fueling your Future... Internship

By Lt. Shane O'Donnell, SC, USN

We live in a world that runs on fuel, and that fuel has to be guarded by experts with fuel knowledge. And who is going to do it, you? We have greater responsibilities than you can possibly fathom. Do you want to join our team? If so, keep reading.

Are you still on your first sea tour, do you want to be part of a dynamic technical performance team that drives hands on fuel management in support of the Navy's seaborne and aviation platforms? Are you looking for a challenging and competitive shore tour that will diversify your career profile and enable you to earn a 1307S petroleum management subspecialty code and a Defense Acquisition Workforce Improvement Act level-two certification in life cycle logistics? Do you want to join a small community of dedicated Supply Corps officers with a collective love of fuel?

If you answered yes to these questions, then the petroleum management (POL) internship might be for you. The POL internship is one segment of the broader operational logistics internship development program. It is a great opportunity to gain hands on experience and knowledge regarding the intricacies of Department of Defense (DoD) fuel and fuel systems, while integrating operational logistics to support the National Military Strategy.

The internship program is a 24-month, fast-paced, and mind-stimulating opportunity that grants junior Supply Corps officers the privilege to work with some of the most talented officers, Sailors and civilians the DoD has to offer. There are seven POL internship billets located at NAVSUP Naval Petroleum Office in Ft. Belvoir, Virginia, NAVSUP Fleet Logistics Center (FLC) Jacksonville, NAVSUP FLC Norfolk, NAVSUP FLC San Diego, NAVSUP FLC Puget Sound, NAVSUP FLC Pearl Harbor and NAVSUP FLC Yokosuka. At the conclusion of the 24-month tour, interns will be assigned a follow-on fuels tour.

The vast curriculum focuses experience in areas of fuel operations, quality assurance, maintenance management, fuel automation systems, dispatch, scheduling as well as Joint logistics and Joint planning. The internship begins with a crash course in Joint petroleum operations via the petroleum water officer course (PWOC) in Fort Lee, Virginia. This teaches the basics of military specification fuel and quality assurance, and dives into service specific equipment and publications. By the time the interns leave PWOC they have a base level knowledge that can be built upon with future practical and on-the-job-training at their assigned fuel site.

The internship curriculum affords POL interns a two-year training opportunity to travel across the NAVSUP Enterprise and learn as much as about petroleum operations as possible. This is accomplished via courses taught by industry professionals to include corrosion management, confined space safety, industrial hygiene, Joint logistics, quality control, environmental, inventory management and accounting as well as learning directly from fuel operators on the fuel farm and on the flight line. The intern will receive on-site experience and the opportunity to dive into the publications that govern the petroleum community. The immense knowledge base that the instructors and the operators have and share regarding fuel and fuel infrastructure helps interns to develop an appreciation for the intricacies of the petroleum business that is loved by the members of POL community.

Regarding the follow on tour, Navy Fuel Officers across the globe are responsible for managing defense fuel support points, from a deep-water terminal to a tactical bag farm. "Fuelies" also serve as planners at the fleet level and combatant commands. Upon completion of the POL internship and achievement of a 1307S code, the interns are detailed immediately to a follow on tour. These billets are mostly overseas at locations like Rota Spain, Diego Garcia, Commander Task Force 73 (CTF-73) in Singapore, Naval Air Station Sigonella, and U.S. Sixth Fleet in Naples Italy, to name a few. This is a great opportunity to live overseas, showcase the knowledge that has been gained via the internship program and earn a 1307R code.

The POL internship program is extremely competitive with only seven billets available and only a few spots open during any given internship cycle. If you are selected you will join a small community of dedicated Supply Corps officers who, at the end of the day, love their jobs. Each and every day "Fuelies" across the globe directly support the warfighter. It is an exciting business that keeps our military operational, allowing us to be ready to fight tonight. ☀



Training with Industry at ExxonMobil

By Cmdr. Anas Maazouzi, SC, U.S. Navy

Throughout my career, I served in various assignments as a fuels officer, starting with my selection for the 811 program at the University of Kansas and followed by a tour at United States Naval Forces Central Command as the force petroleum officer. These assignments offered me great insight into the importance of oil in our daily lives, its volatility as a global commodity, the fragility of its supply chains, its impact on global trade, and its relevance to the security and future of our nation.

I vividly remember how it all started. I first discovered that the Supply Corps has a community of “fuelies” after attending an OP Road Show as a Division Officer. Intrigued, I immediately set out to learn more and reached out to the career counselor who introduced me to some fuelies, including Capt. Matt Holman, the current officer in charge of NAVSUP Navy Petroleum Office. After learning about the 811 program and the fuels community, I was hooked. Fast-forward 14 years, I got a call from the Chief of the Supply Corps informing me that I was selected for the Navy Training with Industry (TWI) at ExxonMobil (XOM)¹

My preparation for TWI began months before reporting to Houston. Prior to my arrival, I interviewed my mentors and former TWI fellows on what to expect and what to focus on. Ultimately, I decided to concentrate on the following areas of strategic importance to our Navy and Supply Corps:

- **Corporate Value Integration and Change Management**—XOM’s recent growth is mostly attributable to acquisitions. Yet, it is clear that XOM maintains a resilient culture through a strong focus on employees and core missions. I wanted to understand how XOM is able to achieve and sustain its growth and how and where we can apply it to our Navy and Supply Corps.
- **Data Analytics and Forecasting**—XOM relies heavily on data analytics to mitigate against high market volatility. I wanted to understand how applicable these processes are to our demand forecasting, especially for high cost or critical items with low or erratic demands.
- **Operational Risk Analysis and Mitigation**—It was immediately evident to me that safety and operational risk

mitigation are ingrained in XOM’s daily operations. I was curious to understand how XOM balances operational objectives with safety requirements.

- **Innovation and Continuous Improvements**—XOM remains a market leader in research and development and founded a culture of science based on human ingenuity and innovation to deliver future energy needs.

I collaborated with the TWI program manager at XOM to draft a notional learning plan that would allow me to focus on my areas of interest and to expose me to as much as XOM has to offer.

As with many of my predecessors, my first assignment was with the downstream focus area² in the wholly owned subsidiary, SeaRiver Maritime, Inc., which serves as a nautical distribution arm and center of maritime expertise for XOM. My initial duties were with the marine quality assurance group, which is responsible for the technical vetting and approval of chartered vessels prior to transporting XOM cargo or accessing an XOM facility as well as vetting any

vessel impacted by the Jones Act³. This rotation allowed me to understand the basics of vessels and cargo technical screening, along with how to identify and develop mitigation plans to reduce operational and commercial exposure. I was also involved in the technical review of a few incidents, including a liquid sulfur spill by a third party operator.

My follow on and current rotation is with the commercial and supply chain optimization group, starting with the bunkering team that supports all bunkering⁴ requirements for XOM and chartered vessels worldwide. This rotation allowed me to understand XOM's bunkering process and to compare it to the Navy's husbanding service provider framework for refueling vessels. I quickly learned how XOM relies on the responsiveness, effectiveness and flexibility of the bunkering process to take full advantage of commercial arbitrage and market trends in its global trading operations. With the bunkering team, I was able to evaluate the performance of current and future contracts against the spot markets and to develop financial key performance indicators for the new international maritime organization 2020 compliant fuels⁵. Additionally, I was able to develop commercial skills to become the bunkering trader for several European ports and to foster and maintain relationships with suppliers.

As of this writing, I have two more planned rotations with the strategic planning and the data analytics divisions with some time spent at one of XOM's refineries and marine terminals. These rotations will provide valuable exposure to how XOM optimizes its supply chains and plans for major capital investments and acquisitions.

Additionally, through my TWI, I am learning about two XOM research and development projects with exciting military applications, notably a new group of elastomers and polymers (trademarked ExxPro) that are the building blocks of the inner liners of ground vehicle and aviation tires. XOM's testing showed that tires with ExxPro have several advantages over older models, particularly extended tire-life and improved performance. Another exciting project is FuelTrax meters and applications, which enable near real-time tracking and visibility of fuel inventories and consumption for vessels and facilities. FuelTrax is currently being tested by the U.S. Marine Corps at

Marine Corps Air Ground Combat Center, California with promising results.

Moreover, I was invited to join Adm. Philip Davidson, Commander U.S. Indo-Pacific Command, in his meeting with XOM executives during his visit to XOM headquarters. The meeting endeavored to develop a deeper understanding of the energy economy and the intersection of energy and security within Asia-Pacific. This discussion also provided me with valuable insight into the Combatant Commander's mind and the challenges of fuel distribution in Asia-Pacific.

Finally, Houston is a vibrant city with many museums, theaters and a very active weekend scene. My family and I enjoyed frequent hikes at the Sam Houston National Forest and visits to the Battleship Texas memorial. Our most memorable weekend was attending the events commemorating the 50th anniversary of the Apollo 11 Moon Landing at the Houston Space Center. It was a powerful reminder of the importance of that moment in our national history and the importance of continued innovation and exploration of technology.

I am truly humbled and honored to be this year's Training with Industry fellow at XOM and I encourage everyone to "dip their fingers in fuels." You never know, you might decide to become a "fuelie." After all, our future, prosperity and survival depend on energy! 🌞

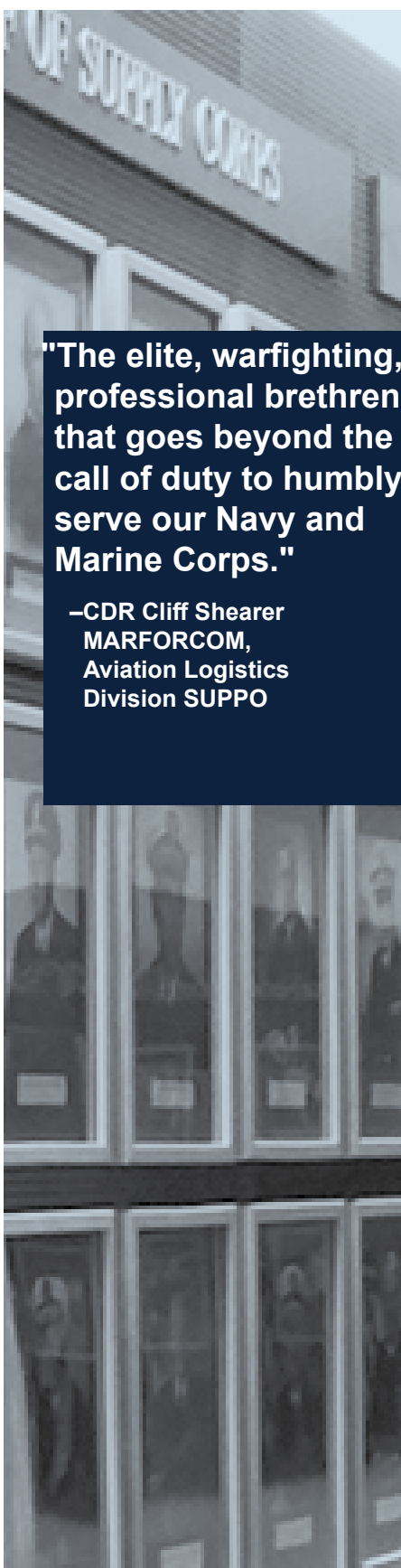
1 XOM is the world's largest publicly traded energy company and the second U.S. exporter with over \$330 billion of exports annually.

2 XOM is functionally aligned into five overarching business divisions: Upstream (exploration, development and production of oil and gas), Downstream (manufacturing and refining of fuels and lubricants), Chemical (manufacturing of base chemicals, intermediates and synthetics), Global Services (logistics support for all business entities and product lines), and Research & Engineering.

3 The Jones Act of 1920 mandates that the sea transport of cargo between U.S. ports must be performed by vessels that are U.S. built, U.S. owned, U.S. flagged, U.S. operated and U.S. crewed.

4 Bunkering is the process of refueling ships and the management of the associated supply chain, including the acquisition, storage, distribution and disposal of marine fuels and other related products.

5 The International Maritime Organization (IMO) instituted a global limit of 0.5% sulfur in marine fuels to become effective on 1 Jan 2020 (unless equipped with scrubbers), and starting 1 Mar 2020, carriage ban goes into effect for bunkers above 0.5% sulfur.



"The elite, warfighting, professional brethren that goes beyond the call of duty to humbly serve our Navy and Marine Corps."

**—CDR Cliff Shearer
MARFORCOM,
Aviation Logistics
Division SUPPO**

Naval Air Station Oceana Fuel Farm, Unsung Supporters of the Sound of Freedom

by NAVSUP Fleet Logistics Center Norfolk

For more than 60 years, NAVSUP Fleet Logistics Center (FLC) Norfolk Fuels Division has provided unparalleled customer service to Naval Air Station (NAS) Oceana through the receipt and distribution of over 40 million gallons of JP-5 jet fuel per year. Although NAS Oceana's pilots are renowned as top-notch professionals who display their skills as they maneuver their high tech machines through the air, Fuels Division is an often unsung supporter, providing the most important ingredient to move these aircraft—fuel.

The roar of jet engines, “the sound of freedom,” has been heard in the Virginia Beach area since the early 1940s when the world’s largest master jet base was commissioned. Military personnel and local citizens can hear F/A-18 Hornets soaring through the skies at speeds up to 1,190 mph. Pilots fly over the Hampton Roads area as they perform exercises in preparation for various missions essential to protecting the United States, providing a strong military presence throughout the Atlantic coast and around the world.

The Fuels Division is a 24/7 operation that distributes top quality, military specification fuel to 18 strike fighter wing squadrons totaling over 300 aircraft, 365 days a year. They support missions significant to deterrence and diplomacy such as carrier qualifications, composite training exercises, East coast squadron deployments, West coast squadron training, top gun exercises, and special warfare missions, all made possible by the NAS Oceana fuel farm.

Making sure fuel support is always on tap are the Navy’s finest fuel warriors—Aircraft Boatswain’s Mate Fuels (ABFs). Together with government civilians and other support rates, 80 ABFs run the NAS Oceana fuels operation from top to bottom. At other Naval Air Stations, civilians and contractors typically support fueling aircraft. This unique organization means that NAS Oceana Fuels functions more like an aircraft carrier than an air station, except carriers only do flight operations 18 hours per day. These hard charging ABFs work in four duty sections, 12-hour shifts, and split up weekends and holidays to ensure speedy, high-quality support whenever the sound of freedom comes calling.

A typical fly day can involve 250 or more fueling and defueling evolutions totaling 300,000 gallons of JP-5. This product has to be of the utmost purity in order keep jet engines running smoothly, as any water or sediment can cause serious damage. NAS Oceana filters fuel a minimum of three times before it reaches the plane. In addition, an onsite fuel lab continually tests and retains samples to ensure the filtration is meeting the highest standards.

The fuel farm has 15 flight line certified tanker trucks to help deliver fuel, as well as 18 “hot pits,” which are refueling stations for active aircraft. Two daily service tanks supply these stations and there are three larger bulk tanks to replenish these ‘day’ tanks on a continuous basis. The bulk tanks are only capable of receiving 300,000 gallons per day from the broader supply chain, and so these are replenished daily as well, via pipeline. Each of these fuel movement evolutions are closely supervised, both remotely and on station by trained personnel. Each evolution also has to be meticulously accounted for (jet fuel is expensive) by a full-time accounting staff. When a squadron requests a fill up, the fuels team has only 20 minutes to get it to them—day or night, every day of the year.

As the custodian of this precious asset, NAVSUP FLC Norfolk site NAS Oceana Fuels is crucial in supporting various naval aircraft from around the world. Because of the support system provided by the fuel farm, NAS Oceana has been able to meet the Navy’s mission without question. From hosting dynamic airshows that showcase our military might, to making countless carrier deployments possible throughout the world, the training grounds of NAS Oceana are there for the Navy and the Hampton Roads area. The constant support of the fuel farm is paramount to mission success.

NAVSUP FLC Norfolk site NAS Oceana Fuels has provided customer service to Naval Air Station Oceana for nearly a century. Without this support, “the sound of freedom,” the roar of jet engines, would not be possible. As turmoil continues to emerge around the world, it is paramount to understand that every jet that flies is a critical component to maintaining the freedom we cherish today. The fuel farm, often hidden, is there to provide the support needed to complete the country’s missions and ensure the sound of freedom never dies. ☀



An F/A-18E Super Hornet assigned to the “Gladiators” of Strike Fighter Squadron (VFA) 106 conducts airshow practice at Naval Air Station Oceana. —photo by Mass Communication Specialist 3rd Class Caledon Rabbipal



Amidst Holiday Season, Site Souda Bay Maintains Fleet Readiness, Improves Fuels Testing Capability

By NAVSUP Fleet Logistics Center Sigonella Public Affairs

Even as our command's members prepared to celebrate the holiday season and New Year, we remained focused on our logistics support mission of ensuring fleet readiness and improving processes for how we do business.

For examples of both, look no further than our team at Site Souda Bay whose fuels professionals opened a new fuels lab earlier in December. Also in December, the Site's logistics support (LS), forklift, postal and HAZMAT teams completed a Continuous Maintenance Availability (CMAV) for an Ohio-class guided-missile submarine.

"Our teams demonstrated our capability to support the mission of CMAV services for the sub," said Charles Tanner, Site Souda Bay's logistics support representative. "Our people executed with great skill and proficiency so that the USS Florida could get back to sea on schedule."

The site's new fuels lab features state-of-the-art safety and testing equipment like electrostatic grounding strips, non-absorbent table and wall surfaces, an enlarged testing work station, a climate controlled ventilation system and an anti-contamination shower.

"Our new lab enhances our technicians' efficiency in performing the very important job of testing fuel, while sparing no expense for their personal safety," said Lt. Cmdr. Jaron Goldstein, director, NAVSUP Fleet Logistics Center (FLC) Sigonella Site Souda Bay.

Strategically positioned at Naval Support Activity Souda Bay, Greece, Site Souda Bay is one of NAVSUP FLC Sigonella's five logistics sites in the Navy Region Europe, Africa, Central area of operations (EURAFCENT AOR). NAVSUP FLC Sigonella is one of NAVSUP's eight globally-positioned logistics centers that provides for the full range of the fleet's military operations. The Command delivers solutions for logistics, business and support services to the Navy, Military Sealift Command, Joint and Allied Forces throughout EURAFCENT. ✨

Above: Logistics Specialist 1st Class Julio Emata directs Logistics Specialist 3rd Class Jarrod Stone, driving forklift, with a pallet containing hazardous materials (HAZMAT) at the Marathi NATO Pier Facility, Naval Support Activity Souda Bay, Greece. Emata, Stone and others assigned to NAVSUP FLC Sigonella Site Souda Bay facilitated a HAZMAT transfer from the Ohio-class cruise missile submarine USS Florida (SSGN 728) to Military Sealift Command's fleet replenishment oiler USNS Kanawha (T AO 196) during a continuous maintenance availability period. —photo by Mass Communication Specialist 2nd Class Kelly M. Agee

Below: NAVSUP FLC Sigonella Site Souda Bay's new fuels lab. —U.S. Navy courtesy photo





Emergent Fuel Spill Response

By Lt. Rose Witt

FUELS OFFICER, CAMP LEMONNIER
DJIBOUTI

Camp Lemonnier Djibouti Fuels Department (N4) is responsible for providing air, ground and support fuel throughout the U.S. Africa Command area of responsibility. As the largest fuels operation on the continent, it serves as the main fuel hub. It is a government-owned, contractor-operated facility and has operated since 2003.

When Camp Lemonnier first began fuel operations in 2007, generators were filled by jerry cans carried on trucks. It has evolved and now Camp Lemonnier has two jet fuel facilities (horizontal tanks and fuel bladders), two diesel facilities (horizontal tanks at the gas station and generator plant) and one mogas facility. N4 Fuels issues approximately 11 million gallons of jet fuel to about 6,000 aircraft, six million gallons of diesel to base generators, incinerators, boats and ground

vehicles and 45,000 gallons of automotive gasoline (mogas) to ground vehicles yearly.

When working with any hazardous material, the Navy stresses safety and being prepared for anything. This was put to the ultimate test the night of Nov. 14, 2019. I received a phone call that fuel bladder number three (210,000 gallons) had ruptured and all of the fuel had escaped the bag. I arrived on scene and was relieved to see that while the bladder had ruptured, all 145,000 gallons of jet fuel were still contained in the berm. The berm is an earthen mound covered with a liner that is built to hold fuel in the event fuel escapes from the bladder.

The entire camp came together as a team that night and worked emergency fuel response plans. The security and fire department set up a watch rotation to ensure the fuel was continuously watched and was not a hazard to any personnel. The command duty officer reported the incident up the chain of command. The public works department worked to create an emergent task order so the contractor could conduct the repair work. The fuels team briefed personnel and let them know what work would need to occur over the next couple of days.

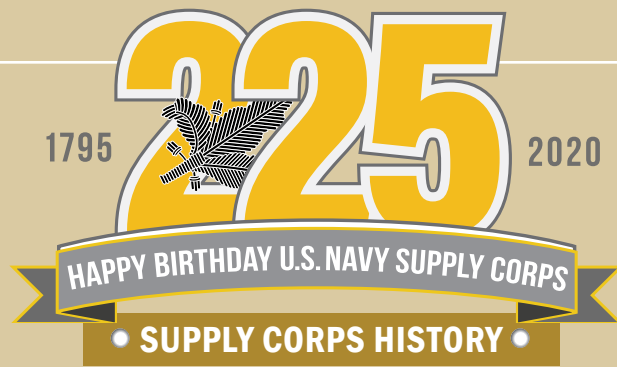
The next day, a second temporary berm was built and a liner and temporary bladder were placed. The escaped fuel was pumped

from within the berm with the ruptured bladder to the temporary bladder. The fuel pumping process finished at approximately 2 a.m. Just four hours later, Camp Lemonnier experienced extreme rainfall.

The fuels team spent the next few days recirculating the fuel through filters to remove impurities and sediment and increase the chance of keeping the product at grade. During this same period, the city of Djibouti received two years' worth of rainfall. The fuels team was able to save the fuel, pump water from berms and fuels locations, maintain thoroughways for fuel trucks and issue fuel with no interruptions. After the storm, the fuel was tested at a laboratory and the fuel was graded as JP-8. Now, the fuel resides safely inside of the new bladder.

All in all, it was a win for Camp Lemonnier, and the team expertly handled what could have been a costly incident. 🌟

Above: NAVSUP FLC Sigonella Site
Camp Lemonnier Djibouti Fuels Team.
—photo by MC2 Orlando Quintero



RESUPPLY FROM THE DEEP – THE GERMAN MILCHKUH (MILK COWS)

By Cmdr. Michael Kidd, SC, USN

The problem of delivering logistics support in contested environments keeps military leaders up at night! Stealth Combat Logistics Force (CLF) ships and submerged caches of war materiel are the providence of today's war planners and logistics futurists. These are not new ideas though; more than 70 years ago logisticians from the German navy launched their own submerged logistics fleet.

Aggressive employment of U-boats during the Second World War threatened to cut the flow of war materiel not only from the new world to Europe, but also along the eastern seaboard of the United States. For months in 1942, unopposed attacks on merchant hulls, known as the German's "Second Happy Time", sent scores of ships with hundreds of thousands of tons of oil and materials to the ocean bottom. Less appreciated, is how German diesel submarines were able to maintain time on station in contested areas without a robust surface replenishment fleet or friendly ports.

The Milk Cow (Type XIV submarine) was a 220 foot, 1,688 ton vessel, capable of transporting 603 Long Tons of diesel, 13 Long Tons of motor oil, 4 torpedoes, and fresh food to forward contested environments. Operating off the East Coast of the United States, South Africa, and in the North Atlantic – they supported deployed U-boats with fuel and provisions, permitting significantly expanded time on station.

For the German U-boats to operate off the U.S. Coast, they used 5,000 miles of their 6,500 fuel endurance transiting to and from station, leaving little time left to patrol. The Milk Cows embarked external fuel tanks which they used to transfer fuel to other U-boats on the surface, along with weapons, medical services, and even fresh bread – submerging afterwards to maintain their covert posture. Of the ten Type XIVs deployed, they provided a combined 437 refueling missions between March of 1942 and June 1944. They permitted German U-Boats to extend their on-station time between four and eight weeks, depending on the class of boat.

It was widely understood by combatants on both sides of the conflict that the Milk Cows were a critical requirement in what military historians identify as the Clausewitzian Center of Gravity of Hitler's war machine; his U-boat fleet. Admiral Dönitz, who led Germany's

undersea warfare efforts planned for 14 additional boats, recognizing their effectiveness in extending the warfighting reach of the fleet in the 1942 and 1943. As the Allied technological advances and ability to capture German signal transmission increased, it became clear that they were no longer able to resupply with impunity and Dönitz canceled the remaining boats. Though it may not have countered the Allied onslaught and saved the Milk Cows, of interest is that the Germans had outfitted one of the last surviving boats with equipment to transfer fuel while submerged, to limit their most vulnerable time exposed on the surface. U-490 was sunk by allied destroyers on June 11th, 1944, before being able to prove the new capability. During the waning days of the battle of the Atlantic, U-boats being serviced by the Milk Cows would accept great peril, remaining surfaced to engage attacking Allied ships or planes in order to permit their suppliers extra time to submerge to safety. Their significance was not lost on the Allies. At the tactical level, pilots would ignore attack submarines in order to mount an attack on a surfaced Milk Cow, and at the operational level; the Allied Naval Headquarters order to "Get the Milk Cows at any cost," was attributed directly to the English Prime Minister, Winston Churchill.

Today's logisticians would be well advised to leverage the experience of their German predecessors while planning future combat capabilities. The most significant weakness of the Milk Cows was that they were vulnerable on the surface, as they were big and slow to submerge when Allied ships or aircraft located them. As Allied nations developed new surface search radars capable of identifying surfaced submarines, allied forces were able to rapidly attrite the German Milk Cow fleet. As with any key capability, it is important to take protection of these assets into account as part of the deployment strategy. Should today's logistics futurists field stealth caches to solve the problem of sustainment in contested environments, it is imperative that they are protected in such a way that enemy forces cannot take them away. The rapid rise and fall of the Milk Cow fleet, and the lessons applied to today's problem sets demonstrated the need for leaders at every level to be educated on historic experiences of the past in order to shorten the learning and development cycle for emergent systems and strategies. ✨



Sustainment Study Ensures Future of Craney Island Defense Fuel Support Point

By Kevin Henderson
REGIONAL FUEL DIRECTOR,
NAVSUP FLEET LOGISTICS CENTER
NORFOLK

NAVSUP Fleet Logistics Center (FLC) Norfolk recently initiated the 2035 Facility Sustainment Study at Defense Fuel Support Point (DFSP) Craney Island, Virginia, designed to ensure the landmark facility will continue its vital mission providing Class III bulk petroleum to the fleet for the remainder of the 21st century, as it has since the turn of the last century.

Craney Island is threatened due to its location near sea level. The threat comes from rising sea level along the Atlantic coast, combined with subsidence (sinking of the land), impacting operations on a regular basis. Today, all it takes is a higher-than-normal tide to swamp equipment and piping infrastructure, block roadways and render piers inaccessible. The facility could be completely inundated in the event of storm surge, with worse results if Hampton Roads experienced a direct landfall from even a minor hurricane.

With environmental changes, it's easy to understand that piers built during World War II and other decades-old equipment were not meant to operate in today's conditions. Subsidence, flooding, as well as increased storm strength and frequency are affecting operations today beyond what was expected even a decade ago. However, the problem is

bigger than that, because even recent construction has been completed in a known flood zone.

Fuel tanks have a planned lifespan of at least 50 years, but flooding from a 20-year storm can put those tanks and other major sections of Craney Island out of service, potentially beyond economic repair. That tells us that we need to manage our facility smartly and with a longer time horizon in mind. New projects should address known and forecasted climate factors, and not be designed in an ad-hoc fashion that may not meet their planned lifespan due to changing environmental conditions.

Craney Island must be enduring, as it is the only DFSP on the East and Gulf coasts able to meet the fueling requirements of the Norfolk fleet concentration area and numerous Joint bases. From a strategic location on the Elizabeth River in Portsmouth Virginia, DFSP Craney Island issues over 750 million gallons of military specification fuel to Navy and Department of Defense (DoD) customers every year using Navy and commercial fuel barges and tanker trucks, and Military Sealift Command combat logistics force ships to pass to Navy combat ships, from three fueling piers. These functions are not possible when a flood makes critical infrastructure inaccessible. We need to take steps now to

increase our resilience against weather events, erosion, and other long-term problems.

NAVSUP FLC Norfolk initiated the study to address these issues. After conceptual development, funding approval was acquired from DLA Energy, then Naval Facilities Engineering Command (NAVFAC) Mid Atlantic contracted with an outside engineering firm to assess all current Craney Island infrastructure required to deliver fuel support. This included roads, piers, utilities, tanks, truck fill stands, and more, against sea level rise and subsidence projections, to develop a time phased list of projects to ensure the endurance of Craney Island into the latter half of the 21st century.

These time-phased discrete projects will be programmed for funding at DLA Energy and for engineering and contractual support by NAVFAC, which will allow NAVSUP FLC Norfolk to address this immense task, ensuring warfighter fuel support, despite the challenging environmental conditions. The result is intended to be a design for physical development. It will integrate mission requirements, incorporate environmental projections, and recommend proactive responses to the increased hazards we must be ready to face.

The results of the study will act as a “guide map” for development of Craney Island, ranging from short-term projects and for mid- to long-term projects, for the next 30 years. Navy and DLA leadership will have a user-friendly chart that helps determine course of action alternatives and best actions to take at each point in time. All stakeholders will be incorporated and all will benefit by working from the same shared understanding. The outcome will be wiser spending and smarter construction that will serve the next generation of Navy “fuelies” and warfighters well.

In order to accomplish these goals, an in depth evaluation of current conditions will have to take place. This evaluation is ongoing with civilian engineering experts

working hand-in-hand with NAVSUP FLC Norfolk Fuel Department operators and government engineers to ensure the analysis fully integrates land use, stormwater management, energy use, safety, security, maintenance requirements and any deficiencies. Projected fuel mix and demand from the fleet will be the ultimate driver for action. Going beyond best practices and recommendations, actionable projects will be generated that address risks appropriately and can begin now.

If proven successful, it may be used as a template for planning and improvement at other bases. This innovative study will ultimately ensure that the East coast fuel supply chain is resilient in the face of future circumstances. ☀





NAVSUP Fleet Logistics Center Sigonella Delivers Critical Fuel Support to Naval Station Rota's Warfighters

By Scott A. Light

DEPUTY DIRECTOR FUELS DIVISION,
NAVSUP FLEET LOGISTICS CENTER
SIGONELLA, SITE ROTA

Perhaps not as exciting as laser-guided missiles destroying a target, or even the rapid refueling of a racecar in the pits, the fuels division of NAVSUP Fleet Logistics Center (FLC) Sigonella onboard Naval Station (NS) Rota, Spain quietly goes about its business ensuring everyone else has the fuel they need to carry out their missions.

The Defense Fuel Support Point (DFSP) Rota teams supply all of the fuel to the aviation division, conduct terminal fueling operations, and is comprised of a combination of U.S. Navy uniformed members, U.S. civil service employees and Spanish host nation partners. The aviation fuels division and the bulk fuels facility are two teams with equally important missions.

Terminal fueling operations are concentrated at the port of NS Rota where primary support is provided to four home-ported, forward-deployed, naval forces Europe (FDFNF-E) guided missile destroyers (DDGs)

and the largest concentration of the Spanish armada's afloat forces. The bulk fuel staff supports a robust 16-hour day, five-days-per-week schedule that is capable of surging to 24/7 operations.

DFSP Rota is the primary provider of F-76 and the sole provider of JP-5 for all U.S. and NATO assets transiting the region, supplying more than 55 million gallons of F-76, JP-5, and JP-8 for 2019 to over 225 U.S. and NATO ships. NS Rota's area of responsibility covers the entire western coastline of Europe up to the high North Atlantic, through the Straits of Gibraltar, far into the Mediterranean, and the north and south-western coasts of Africa.

The Aviation Fuels team delivered over 25 million gallons of JP-8 to more than 2,900 U.S. and NATO aircraft during 2019, without incident and with zero flight delays. NS Rota also provided JP-5 to naval aviation assets on a special-needs request basis. Aviation fuels operations directly support flight line operations and auxiliary operations requiring ground products on the installation.

NS Rota is designated as a primary hub of Air Mobility Command's strategic enroute infrastructure master plan and the efforts of aviation fuels personnel directly supported United States Transportation Command (USTRANSCOM) missions to routinely and rapidly deliver combat capability to the United States European Command and United States Africa Command theaters of operation.

To support a robust operating schedule and deliver readiness to U.S. and NATO customers, the staff is manned to support

operations 24 hours per day, 7 days per week, 365 days per year. Recurring operations include issuing fuel via truck or pantograph from any of the 21 spots from the largest Navy type-III hydrant system in Europe. Aviation fuels division is the primary source of JP-8 for all U.S. and NATO aircraft that transit NS Rota. In addition to supporting USTRANSCOM's strategic logistics flight-path assets, aviation fuels Rota supports Spanish and other NATO fighter assets operating across the theater.

Although providing fuel support to the warfighter is the primary mission of the fuels division; their environmental management program is a top priority in Spain. NS Rota contains several major high-risk areas: various archaeological sites, endangered species habitat zones, groundwater and residential zones, and marine habitats. Despite the increased risk, the DFSP preserves each of these sensitive areas and operates without incident following all environmental regulations in the receipt, issue, and disposal of fuel-related products.

In November 2019, at the request of the Ministry of Defense in for the Kingdom of Spain, the fuels division participated in a large-scale disaster drill to exercise interoperability among many different response agencies with often-competing priorities. The event was designed to practice and review response capabilities in the event of catastrophic failure within the commercial bulk petroleum facility adjacent to the DFSP. As a result of this exercise, NAVSUP FLC Sigonella personnel are better prepared to

respond and minimize environmental impact in the event of a catastrophic failure at either the commercial or government bulk storage facilities.

The facilities management fuels management team made significant strides in 2019 for DFSP Rota. Because the facility is large and has aging infrastructure from the 1960s, maintenance of the bulk storage facility is an essential task. The DFSP has a footprint of over 630 acres with nearly 26 miles of active underground pipeline connecting the receipt pier with 48 above- and below-ground storage tanks, and the NS Rota aviation fuels facility on the flight line. The fuels division has awarded projects to completely rehabilitate, rebuild or replace the entire facility within the next few years, and will ensure continuous support to warfighters from NS Rota long into the future.

The team members of NAVSUP FLC Sigonella's Rota fuels division take great pride in going about their work, quietly providing the petroleum resources to the ships and aircraft that work within, and traverse their small corner of the world here in Spain. They know their jobs are just as important as a strike fighter pilot's or the operators down-range, running toward the sound of battle. 🌟



USS Gerald R. Ford (CVN 78) Completes Post Shakedown Availability

By Lt. Terrence Smith, SC, USN

STOCK CONTROL OFFICER, USS GERALD R. FORD (CVN 78)

Aircraft carrier USS Gerald R. Ford (CVN 78) completed its post shakedown availability (PSA) and got under way for sea trials on Oct. 25, 2019.

The newest and most advanced nuclear-powered aircraft carrier, and the first of the Ford class, Ford has been returned to fleet service by Huntington Ingalls Industries' Newport News Shipbuilding (HII-NNS) after a 15-month maintenance period.

The completion of the PSA was due to a coordinated effort from Program Executive Office Aircraft Carriers; Naval Sea Systems Command; Naval Air Systems Command; Space and Naval Warfare Systems Command; Commander, Naval Air Forces; NAVSUP Weapon Systems Support; Defense Logistics Agency; and HII-NNS.

"The Sailors in the Supply Department - throughout the whole ship, really - are excited to finally get the ship back out to sea and operating. Their level of enthusiasm is simply off the charts with how well they take care of the crew and take pride in their work. I absolutely couldn't be any prouder of them," said Cmdr. Carl Koch, Ford's supply officer.

USS Gerald R. Ford (CVN 78) underway for Sea trials. —photo by MC3 Connor Loessin



Ford's PSA began in July 2018. The PSA included combat systems installations, throttle control system improvements, propulsion train component repairs, corrections to discrepancies identified during prior testing, and completion of berthing spaces. The HII-NNS team also completed construction of multiple advanced weapons elevators, fully outfitted all galley spaces, and completed upgrades to the electromagnetic aircraft launch system and advanced arresting gear. The aircraft carrier will be homeported in Norfolk, Virginia.

Since being commissioned on July 22, 2017, Ford has successfully completed nearly 750 shipboard aircraft launches and recoveries. Ford also certified its air traffic control center, its JP-5 fuel system, and the ship's defensive systems, and demonstrated daytime and nighttime replenishment capability. The ship is the first of the Ford-class nuclear-powered aircraft carriers and is expected to remain in service for the next 50 years. 🌟

Inventory Accuracy—Where Are We Now?

By Tristan Pavlik

OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP WEAPON SYSTEMS SUPPORT

After the 2017 Ernst and Young audit of the Navy General Fund, NAVSUP Weapon Systems Support (WSS) stepped back and evaluated its inventory management systems and policies. As a result, NAVSUP WSS discovered opportunities for improvement and set out to bring its tactics, techniques, and procedures in line with industry best practices and Navy regulations, leading to improved fleet readiness.

The NAVSUP WSS Inventory Operation Center (IOC) is leading the effort with five divisions, the inventory accuracy (IA) division being the largest focused on maintenance for IA. Their responsibilities include carcass tracking, monitoring the inventory-at-risk alert system (IRAS), performing commercial asset visibility (CAV) transactions, and managing stock-in-transit (SIT) tracking, which is over \$28 billion of inventory.

Introduced in July of 2017, IRAS stock transfer order delivery support (SDS) was a new inventory management program for commercial activities; now, this tool is instrumental in the daily practices of inventory managers (IM).

The IRAS SDS monitors material commercial activities on hand and in transit to them, and also how many open repair contract slots exist. The system compares what is on-hand and in-transit to the open repair contract slots and makes a recommendation if the commercial activity needs more carcasses for repair. This allows IMs to move carcasses expeditiously while remaining compliant.

Inventory Accuracy Director Rick Dembowski explains it simply as, “IRAS prevents us from keeping government owned assets at a contractor’s site that we don’t have contract coverage for.”

IRAS has become so successful with repairable assets at commercial activities that the team is now developing IRAS for organic sites, such as fleet readiness centers. By bringing this tool to the organic level, it will take into account the organic stock the Navy has on-hand and compare it to open orders to recommend the movement of material to organic sites. The roll out for organic sites began Nov. 18.

With the ongoing naval audit in progress, IRAS is an ideal program to develop and implement at all sites where Navy assets are held. Cmdr. Juan Uribe, inventory operation center communications officer, explains, “IRAS automates the scrutiny necessary to make sure we are sending the assets to the right place with contract coverage.”

The second system in place to assist with IA is the CAV system. CAV is used to ensure that assets have contractual coverage for each transaction, which leads to higher inventory accuracy at all NAVSUP WSS’s sites in which material is being held.

CAV functions include performing internal oversight visits, providing system training, explaining inventory indicators, and developing internal control documents, which explain NAVSUP WSS’s IA practices and standards.

Earlier this year, CAV remediation training was held in Jacksonville, Florida, with industry to teach CAV, SIT, and audit procedures. There were 300 people representing more than 170 different activities. Another CAV remediation class took place in January.

Lynn Kohl, vice commander, NAVSUP WSS, said “Readiness is our number one priority. We are responsible stewards of taxpayer funds, but never forgetting our goal—the goal of every employee at NAVSUP WSS is ensuring a war-ready Navy that can fight tonight, and ensures our warfighters have the supplies they need, when they need, where they need.”

All of these new practices have led to improved IA and improved asset management practices bringing NAVSUP WSS closer to the goal of a 100% IA rating by the spring audit. ☀

Naval Supply Turns Up Heat on Critical Weapon-System Orders

By Matthew Jones

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP WEAPON SYSTEMS SUPPORT

As the sun set on summer, NAVSUP Weapon Systems Support (WSS) turned up the heat on its efforts to reduce high-priority backorders to bolster the readiness of the U.S. Navy.

Using readiness-focused standups (RFS), experts honed in on specific types of problems that have resulted in high levels of backordered mission-critical parts. RFSs bring all stakeholders together to brainstorm and solve specific problems using the expertise of each party to find comprehensive solutions. Maritime and aviation teams at NAVSUP WSS have both performed RFSs.

“We have been doing RFS much longer in aviation than in maritime, and it’s working really well, so we’re looking to transfer those lessons learned to other readiness goals,” said Melissa Olson, NAVSUP’s reform management lead.

The teams identified key focus areas and initiated three lines of effort as a part of their RFSs, according to Olson. These efforts included reducing casualty reports (CASREPs), identifying past due vendors, and reallocating retail stock.

The maritime integrated weapon systems teams (IWST) directed their initial efforts toward reducing ghost CASREPs, which are orders for mission-critical parts that no longer require action but linger in the queue.

“Ghost CASREPs are those we believe have been filled, but the software failed to capture them,” said Olson. “Because the teams are now co-located, they can quickly identify the reason for the error and correct it right away.”

Teams can often clear these reports on the spot, resulting in a smaller and more accurate backlog. The actual impact on customers, however, is small, because NAVSUP WSS has already completed the actual fulfillment.

“When the Sailor in the fleet has the part in their hand and did an acknowledgment, why didn’t the [Navy] Enterprise Resource Planning system record that?” Olson asked. “So now let’s find the root cause and fix it, so in the future it comes in cleanly every single time.”

The second effort for the maritime team was to identify vendors who are past due in their order fulfillment and to contact each one personally to determine what needs to be done to complete the order and get the parts to the customer as soon as possible.

In some cases, the vendor may need a modification on the contract—to the packaging requirements, for instance—to get it completed and get the order to the fleet. Now, by executing these follow-ups earlier and more frequently, the team can sustain the process and better ensure timely deliveries.

The third line of effort was the creation of readiness action boards (RAB) that are highly focused cross-functional meetings with members from the contracting office and the IWSTs. The purpose of RABs is for the team to hash out what actions are required to complete a CASREP and to determine if the problem requires elevation to NAVSUP WSS' Executive for Strategic Initiatives Karen Fenstermacher.

"Ms. Fenstermacher is already talking to these businesses, so she's in the best position to work through these issues that require detailed attention from both sides to fix," Olson said. Recent RFS achievements to date included reduction in suspended maritime stock, or parts that are in ready-to-use condition but, for example, were incorrectly packaged or are missing testing certifications. NAVSUP WSS' engineering and comptroller departments typically collaborate to work out problems with this frustrated stock.

"If a high-priority order is on hold and we have the part in this status, we can fulfill the order much more quickly with frustrated stock than by going to the vendor for another part," Olson said. "We'll print a new tag or have the vendor send new labels overnight, and get it out as soon as possible. Essentially, we are looking for the fastest way to the finish line with this group of items, because this has a direct impact not only to our numbers but to fleet readiness, which is always our primary focus."

While NAVSUP WSS originally held the RFSs as a one-time effort, the goal is to hold them in regular cadence as part of the overhauled operational model. Teams are collaborating more than ever to sustain the progress they have made and to continue learning from the solutions they found along the way.



Quartermaster 2nd Class Rodney Starkes, right, and civilian mariner Jaquan Elliott, shift colors as the hospital ship USNS Comfort (T AH 20) departs Naval Station Norfolk for New York City in support of the nation's COVID-19 response efforts. —photo by MC2 Sara Eshleman



EISENHOWER'S SUPPLY DEPARTMENT CELEBRATES EXCELLENCE FOR 225TH BIRTHDAY

**By Mass Communication
Specialist 3rd Class
Ashley E. Lowe**

The aircraft carrier, USS Dwight D. Eisenhower (CVN 69) Supply Department offers services essential to Sailors' missions and morale; from serving 24,000 meals a day, to the upkeep of laundry, and the sorting and organization of all parts, material and equipment coming aboard or departing the ship.

Eisenhower celebrated the U.S. Navy Supply Corps's 225th birthday by holding a ceremony in the ship's five-star classroom, Jan. 23.

"It's a small Navy, but even smaller Supply Corps," said Ens. John Castillo, Eisenhower's hotel services officer.

Officers and enlisted Sailors alike benefit from the camaraderie that stems from the Navy's supply network and mentorships.

Eisenhower's supply team worked hard this last year, through galley preservation, new washing machines, gym equipment and countless inspections to show that the ship is ready for the long-term sustainment that is necessary for deployment.

"Celebrating the Supply Corps's birthday was especially memorable this year as it coincided with the successful conclusion of Ike's supply management inspection," said Cmdr. Andrew Henwood, Eisenhower's supply officer. "Ike's Supply Department stepped up to the plate and hit a home run. Each

division turned in an impressive score and showcased that we are more than ready to support Ike during our upcoming overseas deployment. I couldn't be prouder of the team here and what we've accomplished."

The Supply Department affects Eisenhower's readiness for deployment, because their role is essential to the ship's function and the crew's well-being.

"Supply's success is Ike's success and vice versa," said Lt. Cdr. Carl Pennycooke, Eisenhower's principal assistant for services. "Each of the 13 divisions works extremely hard, often for long hours, to get the job done. Our team is strong, diverse, and knowledgeable. The work doesn't stop at sea or in port."

Each division and program have long hours for their own reasons.

"It's a lot to get done," said Logistics Specialist Seaman Jennifer Carr, who works in the facet program. She spends a lot of her time manually entering audits of receipts into the computer system. "You never realize how much people order until the day's over and you see how many receipts you've entered one by one."

Other times, all the divisions work as a team for ship-wide evolutions.

"When we have 500 or 600 pallets during a replenishment at sea, everyone comes together and works as a well-oiled machine to get everything onboard," said Retail Specialist 1st Class Petty Officer Dwayne Murray, a supervisor in supply's S-3 division. "We have vertical replenishment and connected replenishment at the same time when we get mail, dry stores, parts and snacks. It is such an amazing thing. Even though the whole day is full of hard work, we get the parts and the snacks and all the stuff we ordered online, so everyone is happy. Those smiles are what the Supply Corps is really about."

When he first joined the Navy, Murray was a single Sailor with no family or car and the only convenient place to get snacks was the vending machines aboard ship.

"I'd press the button on the machine and hear the whir of the mechanisms in anticipation for the item to fall down the vending shoot," said Murray. "Whether it was an ice-cold drink of water, flavored soda, an energy drink or a snack, it made me feel a little bit better. I guarantee, however a person feels, the opportunity to get their favorite snack or drink from a vending machine or the ships store will improve their mood and, hopefully, their day."

"When we have 500 or 600 pallets during a replenishment at sea, everyone comes together and works as a well-oiled machine to get everything onboard," said Retail Specialist 1st Class Petty Officer Dwayne Murray

It takes hundreds of Sailors to complete such evolutions successfully and Pennycooke said he's extremely proud of the Sailors aboard Eisenhower.

"They joined the Navy with a supply rate when they could have done other things," said Pennycooke. "I try to pay it forward and provide mentorship with every opportunity given. Someone took the time early in my

career to provide me with the right guidance, and as a result I have made informed career choices and have experienced success. Some Sailors may not know what they want to do early in their careers but I've been in the Navy since before many of the youngest Sailors were born. I have gained experience and knowledge from my work as both an enlisted Sailor and an officer and am confident that I can lead them on the right path or at least point them in the right direction."

Although there are many Sailors in supply rates across the Navy, the Supply Corps is a close-knit community of 3,500 officers.

"At one of our inspections this year, a commander took his time to sit down with the junior officers for 30 to 45 minutes to talk about career choices and future opportunities," said Castillo. "You don't see that often."

A culture of giving back and recognizing one another in times of success is one effect of having such a close-knit community at the top of the chain of command. That mindset can trickle down and affect junior sailors as well.

Culinary Specialist Second Class Tavaris Anderson, aft galley's watch captain, was slightly discouraged from the seven percent advancement rate, until his chief congratulated him in a Facebook post.

"That's how I found out," said Anderson. "It was my day off. Shortly after the post was uploaded people started calling and video chatting me to tell me congratulations. It was just crazy."

Like Anderson, Pennycooke also takes pride in being a part of the supply community.

"I'm extremely proud to be a Supply Corps officer because I get the opportunity to work with every department and talk to Sailors from every rate," said Pennycooke. "I like how there's never a day I'm bored. It's challenging and very rewarding at the same time."

Both Supply Corps officers and enlisted Sailors value the hard work, teamwork, challenges, rewards and benefits-to-morale their jobs offer. 🌟



Lt. Bryan Pace, Lt.j.g. Alejandro Perez, Lt.j.g. William Kruger, Lt. Tyler Vaughan, Ens. John Castillo, Cmdr. Andy Henwood, Ens. Whitney Ward, Lt. Cmdr Carl Pennycooke, Lt. Cmdr Tim Hill, CWO3 Van Vergara, Lt. Cmdr Josh Shiver, Lt. Andrew Small, Ens. Jaime Miles



Bottom photo, from left to right: Capt. Jonathan Bradford, CMDCM Jason Reynolds, Capt. Kyle Higgins, CSCM Rodrick Frierson, CSSR Ardell Jones, Cmdr. Andy Henwood, CS2 Chen Tsui, CS3 John Parocha



From Trailer, to Barge, to Victory Bistro

By Lt. j.g. John Dodd

USS Vicksburg (CG 69) is a Ticonderoga-class guided missile cruiser going through the cruiser modernization program. Vicksburg is named after the Civil War Battle of Vicksburg and the city of Vicksburg, Mississippi. Her keel was laid down May 30, 1990, and she was launched on Sept. 7, 1991. She was commissioned Nov. 14, 1992. Vicksburg is currently undergoing maintenance overhaul in BAE Shipyard, Norfolk, Virginia.

The cruiser modernization program aims to improve the Vicksburg by modernizing the computing and display infrastructure, hull, mechanical and electrical, weapons and sensors, making it the most lethal and advanced cruiser in the Navy. Essential to its mission is the supply department that embodies our ship's motto, "Key to Victory," with every meal they serve.

Supply enables our ship to fight and win wars, and the hungry Sailors of the Vicksburg have been waiting at the edge of their seats looking forward to some Navy chow. For four years, the Vicksburg has been without a galley when the ship was put into lay-up with a skeleton crew of 31 Sailors. The crew started working in one double wide trailer on the pier, and eventually grew to four double wide trailers. Sailors had to go to the shipyard cafeteria, food trucks, or into town to eat.

In the past year, the Vicksburg crew has grown from the original skeleton crew to a crew size of 250 Sailors. The ramp up in manning created the requirement for a bigger home and subsistence. Recently, the Vicksburg team received a barge and moved into their new temporary home.

Lt. James Ball, supply officer on the Vicksburg, and his team of culinary specialists and enlisted food service attendants have made the Vicksburg crew feel at home with one extraordinary event on Nov. 4, 2019, – the opening of the Victory Bistro, a name voted on by S-2 division.

The Vicksburg aims to transform the way galleys operate in the Navy, raising the standard through quality food and service to the crew. The expertise and innovation of the supply department and the return of the legendary "Vicksburger" are vital elements in returning Vicksburg to the fight. Having an established food service operation was a major milestone in bringing Vicksburg back to life.

The opening of Victory Bistro is a monumental step toward returning the Vicksburg to a battle-ready ship that will defend freedom and democracy around the world. 🌟



Where Are My Orders?

By Lt. Cmdr. Jeff Fernandez

P1A, ASSISTANT TO O-5 SC DETAILER

“Congratulations! You have been selected by NSWG1 for the CAG billet 00125 that rotates next summer. More to follow as we firm up the daisy chain and work to get your orders released.”

Many of us have received an email like this from our detailer and it begins an anxious process as we wait for hard copy orders to be released through message traffic and in the Navy Standard Integrated Personnel System. The process is explained in the “It’s Your Detail” playbook on the eSUPPO app, but I want to delve deeper in this article.

In order to explain the process, I’d like to get a few definitions out of the way first.

AVAILABILITY—The earliest month and year that your detailer is able write your orders.

DAISY CHAIN—The daisy chain represents the totality of officers being lost and gained by each command. Commands pay for each of their billets and prefer not to have gaps. The detailers will try to minimize gaps as much as possible, but intermediate stops at schools en route, a shortage of Supply Corps officers in the inventory, and operational commitments can cause undesirable gaps throughout each daisy chain.

DETAILER—Your advocate at PERS that balances your professional and personal needs against the needs of the Navy.

OAIS—Officer Assignment Information System

PLACEMENT OFFICER — The command’s advocate (there is a placement officer for both the gaining and losing commands, representing the commands on each end of your detail).

POLICY — The collection of desks who conduct quality assurance on each set of orders propped in Officer Assignment Information System.

PRD — Projected rotation date

PROP — The initiation of your orders in Officer Assignment Information System.

RETAINABILITY — Retainability is the minimum amount of active obligated service a service member must have upon arrival at a new duty station after a PCS transfer, both in CONUS and overseas.

TIG — Time in grade

TOS — Time on station is the period of time established for tours in specific geographic locations in the continental United States, overseas, or at sea before executing a PCS transfer.

TRANSFER FROM	TRANSFER TO	OBLISERV
CONUS SHORE OR SEA	CONUS SHORE DUTY	2 YEARS
CONUS SHORE	CONUS SEA DUTY	1 YEAR
ANYWHERE OVERSEAS	OVERSEAS SEA OR SHORE DUTY	DOD AREA TOUR

Once your detailer has informed you that you have been selected for a certain billet, s/he can then go into the OAIS and begin your prop. Ideally, you are leaving exactly at your PRD and going to a billet whose timing lines up perfectly. More often than not, this is not the case. If the billet requires you to leave

earlier than your PRD, your detailer must go to the placement officer who represents your current command and ask to pull your availability backward to meet the intended date for your orders. Each officer’s availability is usually mirrored exactly to their PRD (*figure 1*). This gives the placement officers protection against the detailer pulling officers out of the command unchecked, potentially causing a gap. The placement officer will then verify that there is a backfill or that the command is agreeable to the new gap created by this availability change.

Once your availability is aligned with the billet posting, the detailer can then create the prop for your orders and get them calculated. This calculation is done by OAIS and can be as streamlined as six QA desks with policy, or it can be much more. There will be extra policy desks included for exceptional family members, limited duty medical, military-to-military spouse, PFA, Joint, and special interest considerations. These are all different desks and will require each to approve the orders before moving to the next QA desk.

If you did not serve the DoD area tour for that set of propped orders, it will cause a calculation in the system that forces the detailer to make a justification to policy on

(figure 1)

```
PROP                                     OASD.035

Proposal Screen

Name:                                     SSN:                                     Rank: CDR      Desig: 3100
AUC: 32267 CNSSC HQ MILL                  PRD: 2105                  AOC: RJ        YGrp: 040
BSC: 22585 ADMIN ASST/SPEC ASST TO DIR/SUP OPA  Scrn: 0MTAO      ACC: 100
Sbsp: 1307Q 1302S                          Lose Plc: 4412XC      Avail: 2001    PFA: 0
PROPOSED: -
AUC: 39585 NSWG1 LSU SHORE                BSC: 00125 10 AFLOAT CDR/LOG      FAC: Q
Rank: CDR  Desig: 3100  F111 DT: 2004  Prop DT: 190812  GAIN PLC: 415
EDD: 2006  EDA: 2007  TOUR LEN: 036 ACC CAT: 100  ACCOM: Y  ORIG DTR: 4412A
Post Note:

Asg Note: PLEASE OBTAIN PCO QUOTA FOR CLASS 20100.

Incumbent: -
Name:                                     SSN:                                     Rank:          Avail:
Cntr Prop - AUC:                          BSC:
Command:
Msg: OAS.122 Proposal may not be updated. Current Status is P46C
=====
1=HELP      2=RETURN    3=QUIT
```

why you are being selected to go to that billet (figure 2). This is an example of a time on station waiver and depending on the length of time you are leaving early, it will either require approval by OP (leaving early 12 months or less) or the admiral at PERS-44 (leaving over 12 months earlier than DoD area tour). Each waiver is different and based on the financial posture at PERS; this waiver process can touch upward of six to eight policy desks before approval and continue to the rest of the normal QA desks.

The next desks that must clear the orders are the gaining and losing placement officers. The gaining placement officer is going to verify that you have the requisite rank, timing, and skillset for the position. They, then send your record to the command to obtain their endorsement of your timing and skills. This is usually an NI/J1 or chief of staff at the command, and they will sometimes confer with the senior 3100 representative at the command to ensure the suggested officer is a good fit. Once they get the thumbs up from the command, they will pass it to the losing placement officer who will make sure that a replacement is en route to backfill you (figure 3).

The final funding desk is the last approval step before release and it usually takes the longest of all the QA desks. Depending on the funding posture, the 4635 desk will only release orders up to a certain date to retain their funding for high-priority orders and hot fills.

For example, we are only releasing orders with a departure date of March 2020 as of this writing. Fiscal constraints, like continuing resolutions, will make the orders release even more difficult.

As was hopefully made clear by this article, orders aren't something that just happen overnight by pressing press a button (figure 4). The system is set up to ensure that the command's desires and your personal considerations are all met. We always appreciate your patience. Your detailee strives to get the orders out as soon as possible because we know how important it is for a smooth PCS.



PACT Proposal Action Screen OASD.038

Name: SSN: Rank: CDR Desig: 3100
 Type: INIT Stat: P46C PRD: 2105 Ygrp: 040 Avail: 2001
 AOC: RJ EDD: 2006 EDA: 2007 Tour: 036 ACC: 100
 AUIC: 39585 NSWG1 LSU SHORE BSC: 00125 PSbsp: JDTE:
 BTitle: CO AFLOAT CDR/LOG ACCOMP: Y
 Decision: Cmts: Re-route:
 Action Queue Status: - Return:

Action	Detailer	Date	Status	Notes
Orig Detailee	4412A	19/08/12		
TOS Waiver	4412A	19/08/12	A	Approved
TOS Waiver	4412	19/08/15	A	Approved
TOS Waiver	44B	19/08/16	A	Approved
TOS Waiver	4621	19/08/16	P	Passed
Proposal Chg	4412A	19/09/18		
Proposal Chg	4412A	19/09/18		
TOS Waiver	4412A	19/09/18	A	Approved

Command:
 Msg: COM.040 Enter Name/SSN and press Enter Key.
 =====
 1=HELP 2=RETURN 3=QUIT 6=DETAIL
 8=FORWARD 12=FASTpath

TIM 0 4.45 A

(figure 2)

PACT Proposal Action Screen OASD.038

Name: SSN: Rank: CDR Desig: 3100
 Type: INIT Stat: P46C PRD: 2105 Ygrp: 040 Avail: 2001
 AOC: RJ EDD: 2006 EDA: 2007 Tour: 036 ACC: 100
 AUIC: 39585 NSWG1 LSU SHORE BSC: 00125 PSbsp: JDTE:
 BTitle: CO AFLOAT CDR/LOG ACCOMP: Y
 Decision: Cmts: Re-route:
 Action Queue Status: - Return:

Action	Date	Status	Notes
Proposal Chg	4412A 19/09/18		
TOS Waiver	4412A 19/09/18	A	Approved
TOS Waiver	4412 19/09/19	A	Approved
TOS Waiver	4621 19/09/19	A	Approved
AP AQD	447 19/09/20	A	Non-AT&L Billet - blt
SUBSPEC REVIEW	45E 19/09/20	P	
Gaining Plcmt	415 19/10/05	A	PCO and SLIC added to trak
LOSING PLCMT	4412XC 19/10/07	A	

Command:
 Msg:
 =====
 1=HELP 2=RETURN 3=QUIT 6=DETAIL
 7=BACKWARD 8=FORWARD 12=FASTpath

TIM 0 4.45 A

(figure 3)

PACT Proposal Action Screen OASD.038

Name: SSN: Rank: CDR Desig: 3100
 Type: INIT Stat: P46C PRD: 2105 Ygrp: 040 Avail: 2001
 AOC: RJ EDD: 2006 EDA: 2007 Tour: 036 ACC: 100
 AUIC: 39585 NSWG1 LSU SHORE BSC: 00125 PSbsp: JDTE:
 BTitle: CO AFLOAT CDR/LOG ACCOMP: Y
 Decision: Cmts: Re-route:
 Action Queue Status: - Return:

Action	Date	Status	Notes
LEADERSHIP NOBC	452 19/10/08	P	App and on Sprdsht
LEADERSHIP CDP	452 19/10/08	P	App and on Sprdsht
Orig Detailee	4412A 19/10/09	A	
FAILED CHECK	4412A 19/11/26	A	
REQ 41MP OMN CH	41MP 19/10/09	A	
REQ 41MP OMN CH	41MP 19/11/26	A	
P44 ORDER	44MP 19/11/25	A	
Cost Review	4635 19/11/26	H	tdi qa

Command:
 Msg: COM.008 Last Page
 =====
 1=HELP 2=RETURN 3=QUIT 6=DETAIL
 7=BACKWARD 12=FASTpath

TIM 0 4.45 A

(figure 4)



FY20 1st Quarter Retirements

REAR ADM. PAUL J. VERRASTRO
33 years - October 1, 2019

CAPT. JASON B. FITCH
24 years - December 1, 2019

CMDR. RUBEN A. ALCOCER
28 years - October 1, 2019

CMDR JOSEPH M. GILMORE
21 years - October 1, 2019

CMDR. JEFFREY S. HARRIS
21 years - October 1, 2019

CMDR. JASON G. HOFTIEZER
20 years - October 1, 2019

CMDR. DOUGLAS R. MURPHY
20 years - October 1, 2019

CMDR. PAUL N. SHIELDS
39 years - October 1, 2019

CMDR. DEANGELO ASHBY
22 years - December 1, 2019

CMDR. WALTER W. KULZY
20 years - December 1, 2019

LT. CMDR. MARY E. ABOUD
21 years - October 1, 2019

LT. CMDR. DAVID A. SCHULTZ
- 20 years - October 1, 2019

LT. CMDR. BRADLEY A. BROOKS
20 years - November 1, 2019

LT. CMDR. WILLIAM K. GOODMAN
20 years - December 1, 2019

LT. CMDR. RICO A. REYES
28 years - December 1, 2019

LT. CMDR. STEPHEN C. RYAN
22 years - December 1, 2019

LT. ALEXANDRA R. DEGUZMAN
28 years - December 1, 2019

LT. WILLIAM R. WRIGHT
20 years - December 1, 2019

FY20 2nd Quarter Retirements

CAPT. PHILLIPE J. GRANDJEAN
31 years - January 1, 2020

CMDR. EDWIN G. WHITING
28 years - January 1, 2020

CMDR. SIDNEY E. HALL
33 years - February 1, 2020

CMDR. PHILIP R. LINDLEY
24 years - February 1, 2020

CMDR. DAVID K. HAZELHURST
20 years - March 1, 2020

CMDR. JASON T. MORRIS
25 years - March 1, 2020

CMDR. CHARLES M. REED
25 years - March 1, 2020

CMDR. MICHAEL J. ZERBO
29 years - March 1, 2020

LT. CMDR. JAYSON J. AURELIO
20 years - January 1, 2020

LT. CMDR. MICHAEL J. GARCIA
20 years - January 1, 2020

LT. CMDR. TARA R. JACKSON
20 years - January 1, 2020

LT. CMDR. THUAN M. NGUYEN
24 years - January 1, 2020

LT. CMDR. FRANCISCO SALAZAR JR.
20 years - January 1, 2020

LT. CMDR. JOHN G. SPRAGUE
29 years - January 1, 2020

LT. CMDR. DEREK E. VOGT
21 years - January 1, 2020

LT. CMDR. ROGER M. BRUCE
20 years - February 1, 2020

LT. CMDR. SHELLY CONYERS
22 years - February 1, 2020

LT. CMDR. ALDRIN J. CORDOVA
31 years - February 1, 2020

LT. CMDR. DAVID M. TULLY
20 years - March 1, 2020

LT. SIDACIOUS W. STEPHENSON
20 years - January 1, 2020

LT. KEVIN M. BAKER
23 years - March 1, 2020

LT. GLEN I. DECLE
25 years - March 1, 2020

LT. CHRISTOPHER HULSE
20 years - March 1, 2020



Ret. Captain Joel L. Biliouris

Retired Captain Biliouris, SC, USN, 75, passed away on November 27, 2019. Biliouris retired from the Navy after 30 years of service while serving as Commander, Defense Contract Management Agency, Boston, Massachusetts. He received his bachelor's degree from Bryant College and his master's degree from the Naval Postgraduate School. Duty assignments include: director, Contracts Management and Ship Repair, Naval Sea Systems Command, Arlington, Virginia; Office of the Secretary of the Navy, Washington D.C.; USS Emory S. Land (AS 39); Supervisor of Shipbuilding, Conversion and Repair, Groton, Connecticut; Naval Submarine Base New London, Groton, Connecticut; USS Frank Cable (AS 40); Portsmouth Naval Shipyard, Portsmouth, New Hampshire; Naval Supply Center, Charleston, South Carolina; and USS Greenling (SSN 614).

Captain Allen G. Taylor Jr.

Retired Captain Allen G. Taylor Jr., SC, USN, 73, passed away on November 24, 2019. Taylor retired from the Navy after nine years of active service while serving at the Fleet and Industrial Supply Center, Oakland, California. He retired from the Navy Reserves in 1994. He received his bachelor's degree from the University of South Carolina in the Naval Reserve Officers Training Program and his master's degree from the University of Central Michigan. Duty assignments include: USS Ault (DD 696); USS Sumter (LST 1181); USS Tulare (LKA 112); and Fleet and Industrial Supply Center, Oakland, California.

Captain Kevin W. McCook

Retired Captain Kevin McCook, SC, USN, 75, passed away on February 11, 2020. McCook retired from the Navy after 27 years of active service while serving at Naval Supply Systems Command (NAVSUP), Arlington, Virginia. He received his bachelor's degree from the U.S. Naval Academy and his master's degree from Michigan State University. Duty assignments include: Naval Supply Center (NSC), Puget Sound, Bremerton, Washington; NAVSUP Arlington, Virginia; Commander, Fleet Air Mediterranean, Naples, Italy; NSC, Norfolk, Virginia; U.S. Navy Cargo Handling and Port Group, NSC Cheatham Annex, Williamsburg, Virginia; Naval Air Station, Norfolk, Virginia; USS Wichita (AOR 1); Navy Supply Corps School, Athens, Georgia; and U.S. Naval Support Activity, Saigon, Republic of Vietnam

Rear Admiral Joseph S. Sansone Jr.

It is my sad duty to inform you of the passing of Rear Admiral Joseph S. Sansone Jr. Sansone, 89, passed away on March 22, 2020. He retired from the Navy on 1 August 1985 after more than 31 years of active service while serving as executive director (Contracts and Business Management), Office of Naval Acquisition Support, since May 1985 when Naval Material Command was disestablished. He received a Bachelor of Science from Le Moyne College in Syracuse, New York, and was a distinguished graduate of Industrial College of the Armed Forces and the MIT Senior Executive Program. His previous duties included: deputy chief and assistant deputy of Naval Material (Contracts and Business Management); director of Acquisition and Contract Policy, Office of the Assistant Secretary of the Navy (Manpower, Reserve Affairs and Logistics); deputy commander, Procurement Management, Naval Supply Systems Command; special assistant and executive director, Contracts, Naval Electronic Systems Command; vice chairman, Office of the Assistant Secretary for Preparedness and Response; staff, Weapons Systems Acquisition Policy and Procurement Operations Directorate, Office of SECDEF; Defense Industrial Supply Center, Philadelphia, Pennsylvania; Naval Communications Systems Headquarters; USS Monrovia (APA 31) and USS Alcor (AK 259).



WOMEN AFLOAT ... A SUPPLY CORPS (AT) SEA STORY

By retired Rear Adm. Daniel McKinnon Jr., SC, USN

COMMANDER NAVAL SUPPLY SYSTEMS COMMAND AND 36TH CHIEF OF SUPPLY CORPS

(REPRINTED FROM 04 AUGUST 2010)

I recently received a “Flash from the Chief,” from Rear Adm. Mike Lyden, announcing that one of the first women officers going aboard a submarine as ship’s company would be a Supply Corps officer. The Navy has changed since I retired in 1991. At that time, women had been allowed to go aboard non-combatants since 1978, but it would not be until 1994 that they could serve aboard combatants.

Women graduating from the Naval Academy asked for the Supply Corps in large numbers because we could offer real sea duty. It was not always that way. The history of the law changes of the past three-plus decades is well known. What is less well known is the impact that former Chief of Naval Operations (CNO) Adm. “Bud” Zumwalt and the Supply Corps had on sending the first woman to sea as ship’s company.

It was 1972 and I was director, Sea and Overseas Detailing in the Office of Supply Corps Personnel (OP). Our office was told that USS Sanctuary (AH 17), a hospital ship, was going to be recommissioned and put into service as a floating naval station. Adm. Zumwalt wanted to forward base Navy ships in northern and southern Europe. The Sanctuary was to be placed in Piraeus, Greece to serve families of a carrier battle group. Aboard would be a commissary, a Navy Exchange, a hospital, and family services. (Adding the exchange and commissary caused the ship, under rules of the Geneva Convention, to remove its red cross.)

OP was tasked to provide a three officer supply department. The Navy Supply Corps School (NSCS) ensign detailer was Capt. Herb Robertson. I told him that Sanctuary could handle women as ship’s company and we should try to detail a woman, maybe as a disbursing officer. At that time, OP policy was to have two women per battalion at NSCS, really a token introduction to women in the Supply Corps. Since the billets and training for ensigns were for sea duty, that is all we could afford. The Sanctuary could be a breakthrough. I called the prospective executive officer and said that we were about to assign officers to his ship. I asked if he would object if one were a woman. Being familiar with the ship from DaNang, Vietnam, and its accommodation for women nurses, I saw no problem. He agreed.

There were two young women in the battalion at NSCS and the commanding officer was Capt. Ed Gaetz. He had only recently returned as the senior supply advisor in Vietnam. Capt. Gaetz interviewed the ensigns and asked if one would like to go to sea. Female Supply Corps ensigns always went to shore duty, usually foreign shore duty. One volunteered for Sanctuary, Ens. Rosemary Nelson of Walla Walla, Washington. We were excited.

In those days, there was an assistant chief of naval personnel for women in the Bureau of Naval Personnel, or “Head

WAVE” as we called her. Capt. Robertson and I told her about our plans and asked if there was a problem. She did some research and told us that the law prohibited women from going to sea except on transports and hospital ships. She also said that women had never been assigned as ship’s company, that when at sea on hospital ships it was always on temporary duty as part of a medical detachment, and when on transports, especially in World War II, it was on temporary assignment to help troops, families, and children. That was the law. No women had ever been assigned to sea duty as ship’s company in the United States Navy. That did not mean that our Navy had never seen women serving afloat. In the 19th century, many had hidden their female identity and served heroically at sea.

Capt. Robertson and I thought the Supply Corps was about to send the first woman to sea... officially. It was exhilarating. A Supply Corps first. The school and our office were preparing some exciting publicity.

Then we got a call from the CNO’s ombudsman Rear Adm. “Chip” Rauch. The CNO had heard what we were doing. We had to hold our publicity. Adm. Zumwalt wanted to use Sanctuary to make a statement about women in the Navy. He also established a task force to “look at all laws, regulation and policies that must be changed in order to eliminate any disadvantages to women resulting

from either legal or attitudinal restrictions." We had to withhold announcing our orders until one of his famous Z-grams, Z-116 of Aug. 7, 1972, titled "Equal Rights and Opportunities for Women" was issued.

"Women in the Navy have historically played a significant role in the accomplishment of our naval mission ... we can do far more than we have in the past in affording women equal opportunity to contribute their extensive talents and to achieve full professional status."

In it, the CNO said, "women in the Navy have historically played a significant role in the accomplishment of our naval mission... we can do far more than we have in the past in affording women equal opportunity to contribute their extensive talents and to achieve full professional status."

An office was established to identify unmarried and qualified women to go aboard Sanctuary. Initially, it was to be 21 women in a ship's company of 338, in addition to a hospital detachment. The ship's company women could serve in every department except engineering.

In the next two years, 19 women officers and 97 women enlisted would serve as ship's company on Sanctuary. There were many firsts. Ens. Nelson was the first Supply Corps officer and Lt. j.g. Ann Kerr was the first female line officer assigned to shipboard duty. The first woman to actually report aboard was Personnelman 3rd Class Peggy Griffith on Sept. 8, 1972. When the ship was decommissioned in January 1975, Lt. Cmdr. Susan Canfield

had become the first female line officer to be an executive officer of a United States Navy ship.

Leaving the west coast in October 1973 for a homeport in Mayport, Florida, Sanctuary conducted a three-month "handclasp cruise" to Colombia and Haiti with medical personnel and Navy Seabees embarked. About that same time, having left OP, I accompanied Rear. Adm. Wally Dowd, our 32nd Chief, to Athens and Piraeus to review homeport locations. For two years, Sanctuary waited for orders to serve overseas; they never came. The overseas homeporting plan was cancelled the next year. The ship was decommissioned a third and final time in January 1975. It would be three more years before women would again be ordered to sea duty, four years after Adm. Zumwalt's retirement.

The CNO's Z-116 did other things to bring women as full partners into the United States Navy. It authorized "limited entry of enlisted women into all ratings." It also announced the opening of all branches of the staff corps to women, including the chaplain and Civil Engineer Corps, which did not have women officers.

I have wondered if this one Supply Corps ensign detailed to Sanctuary set in motion a chain of events that resulted in bringing women into our fellow staff corps. Should female Seabees and chaplains say "thank you" to Ens. Nelson? The Z-Gram also said that women should become qualified

for the complete range of challenging billets. It also opened the NROTC program and provided for women selection to Joint service colleges.

Although Sanctuary was called the "women-at-sea pilot program," it paved the way for the changes we have seen since then to bring women in as full participants in all things Navy.

Regardless of who walked aboard first, I say that the Supply Corps led the way to getting women to sea. Our idea... our first set of orders. The final press release said, "The pilot program indicates that women performed their assignments with equal ease, expertise, and dedication as their male counterparts in the same assignments." It also said, "the women performed their assigned duties in an excellent manner."

I'll bet it was better than that.

Epilogue: Ultimately Ens. Nelson became a captain, had a wonderful career primarily in acquisition contracting, married, and now has a daughter at sea in the United States Navy. ☀

Below: Lt. Britta Christianson, Gold Crew supply officer for the guided-missile submarine USS Ohio (SSGN 726), is congratulated by her former commanding officer, Capt. Dixon Hicks, after she was presented with her submarine Supply Corps "dolphins" during a ceremony at Puget Sound Naval Shipyard. Christianson is the first female supply corps officer to qualify in submarines. —photo by Chris Calnan





Navy Food Management Team San Diego Baking Seminar

By CSC Richard W. Bouranel

NAVY FOOD MANAGEMENT TEAM, NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

The NAVSUP Fleet Logistics Center (FLC) San Diego Navy Food Management Team (NFMT) held a baking seminar for ship and shore based culinary specialists (CSs) on October 16 and 17. The class was instructed by Senior Chief Culinary Specialist Nathaniel Maloney from NFMT San Diego.

The San Diego region CSs were provided training on the basic techniques necessary for bread and sweet dough cookery. The students were taught the different sciences associated in baking to include measuring, mixing, and proofing. The sweet and savory products were produced using a combination of commercial grade mixers, proofers, and convection ovens.

The goal of the two-day seminar was to train the fleet's culinary specialists on the proper procedures and techniques of baking, enabling them to bring these necessary skills back to their commands. NFMT San Diego

hosts over 60 different courses each year and holds baking seminars quarterly. Some of the other classes included are advancement seminars, food service management, ServSafe (a food and beverage safety training and certificate program administered by the U.S. National Restaurant Association), and various different cuisines.

We had the pleasure of working with 19 CSs from commands in San Diego to include USS Cowpens (CG 63), USS Fitzgerald (DDG 62), USS Lake Champlain (CG 57), USS Tripoli (LHA 7), USS Sampson (DDG 102), USS Pearl Harbor (LSD 52), and the USS Bonhomme Richard (LHD 6).

The San Diego team is one of six NFMT serving the CS community throughout the world.

For any food service assistance, please contact 619-556-4973.

POC: CSC Richard W. Bouranel (richard.w.bouranel@navy.mil) 🌟

Above: Students pose with their instructor (CSCS Nathaniel Maloney) and the freshly baked goods they created during NFMT San Diego Baking Seminar.

Pictured: CS2 Gonzalez, CS2 Guico, CSSN Rhodes, CSSN Solis, CSSN Castro, CSSN Lloyd, CSSN Davis, CSSR Washington, CS3 Occhiline, CSCS Maloney, CS1 Jachowicz, CSSR Rankins, CSSR Estrada, CS2 Perry, CSSN Schliskey, CSSN Robertson, CS3 Dobbins, CS3 Bactad and CSSN Li. **Below:** CSSN Castro and CS2 Guico work with CSCS Maloney on doughnut preparation. —photos by CSC Richard Bouranel



Piloting the Navy Standard Core Menu 2020: USS Ronald Reagan (CVN 76)

By Ens. Patrick Bolton

USS RONALD REAGAN

Standardizing the basic menu options across all platforms leads to an overall reduction in total line items for every ship, this standardization improves fill rates and ensures the Navy can execute a successful push logistics scenario. USS Ronald Reagan (CVN 76) piloted this program for an entire patrol.

To carry this out, a working group was organized with all major stakeholders in fiscal year 2017, to include NAVSUP, Defense Logistics Agency, Military Sealift Command, Type Commanders (TYCOMs), and numerous fleet leads. Each entity provided inputs on what their capabilities were with regards to food service. These stakeholders established a working group tasked with planning what changes need to be made to food service aboard naval vessels in a communications-denied environment with limited avenues for replenishment.

In the planning phase, stakeholders had to factor in use of limited or no fresh fruit and vegetables, and market ready bakery items. In addition, line items had to be reduced to fewer than 500, which were subdivided into four groupings. Categories include cargo (-207 line items), endurance (-120 line items), fleet freight (-173 line items), and sustainment items. Cargo items are to be pushed out as frequently as possible, endurance items are pushed out at opportune times, fleet freight items are pushed out at a permissive rate given resource availability, and sustainment items are to be used at a flexible rate based on ability to maintain them on the shelf.

The data from USS Ronald Reagan provided the major stakeholders with demand and consumption data needed to tailor the program for the fleet. This data contributed to an effective battle load tool and master consumption file that predicted demand for a push logistics scenario. This program, which was based on a 14-day cycle menu, came to be the daily routine of all the culinary specialists (CS). Reagan led the pack in the food service world.

"It was great to be selected as the piloting ship; we are contributing to big Navy initiatives," said Food Service Officer Chief Warrant Officer Four Rolando Abad.

As a result of this new program, menus and recipe cards were rewritten and the bakeshop workload increased significantly, reviving fresh baking. This change required more hands-on bakery training. According to Abad, an afloat bakeshop has not seen this amount of work in over 20 years. Fortunately, the change in menu allows for more CSs to move from the galley to the bakeshop. The new program requires use of existing equipment that has seen minimal use in recent years. That said, these changes are all in an effort to boast improvements for all platforms.

As of October 2019, implementation of the Navy Standard Core Menu 2020 (NSCM 2020) has begun across the fleet. TYCOMs continue to work a joint effort, identifying resources and implementing key improvements that will sustain platforms at sea and on station for sustained periods of time. Reagan has successfully executed the NSCM 2020 for 17 months. Now, it's the fleet's turn. 🌟



Mentoring, What Matters Most?

By Rear Adm. Alvin “Bull” Holsey

COMMANDER, CARRIER STRIKE GROUP ONE / COMMANDER, INTERNATIONAL MARITIME SECURITY CONSTRUCT / CTF SENTINEL (REPRINT FROM ALL HANDS MAGAZINE, 13 AUGUST 2019)

What matters most when it comes to mentoring? The answer is simple: You just have to give a damn! After 30 years in the U.S. Navy, some thought and reflection, I am convinced we have to be better mentors.

Throughout history, successful leaders across numerous fields have said that a mentor or two, maybe more, helped them along the way. Adm. Nimitz credited Rear Adm. Samuel S. Robison, Dr. Martin Luther King Jr. credited Dr. Benjamin Elijah Mays, and Facebook Chief Operating Officer Sheryl Sandberg credited a former college professor, Larry Summers.

Former U.S. Secretary of State and U.S. Army General, Colin Powell credited his father, Luther Powell. Powell goes on to say, “All... of us have the ability to serve as a mentor – to step forward and say, ‘I’m going to be a mentor, because I want this next generation to take America to a higher level, a better place.’” These mentors provided guidance, words of encouragement, reinforcement and perhaps even some stern criticism at times. Bottom line – they gave a damn!

Mentoring requires leadership, yet we continue to struggle with this simple nurturing concept that can make our Navy better. So why do we struggle? We struggle, in part, because we get lost in minutiae: Should mentoring be formal or informal? Should we assign mentors? Should they be male or female? But frankly, all of that doesn’t matter. What matters is a leader’s willingness to engage. Successful engagement at any level in a Sailor’s career makes a difference. It just has to be genuine. Don’t tell me who I can or cannot mentor. I should be able to mentor a seaman, a chief petty officer, a female, or a surface warfare officer – regardless of my designator or title. True leaders engage, and part of that engagement is getting to Know Your People and making a positive difference in their lives.

Throughout my career, I have had several folks that I would call a mentor. Some have been there from day one and others only a few years, but their influence endured. They made an impression. Some preferred to watch from a distance and engage only when necessary to keep me on glideslope. There are varying degrees of engagement where mentors can provide just the right impact at the right time. It doesn’t have to be all consuming. I think the role of the mentor should be: **C-L-E-A-R:**

**COUNSEL
LISTEN
EXAMPLE
ASSESS
REINFORCE**

My first Navy mentor was the professor of naval science at my NROTC unit. I have reached out to him a few times over the years, and he was always there to share insights and provide Counsel when needed. He has been an important part of my life and career. He even attended my winging ceremony and my change of command ceremony some 25 years later. I never asked him to be my mentor, but years ago he took an interest, and I felt comfortable enough to reach out when I needed advice.

I met my second mentor when I started training in the fleet replacement squadron. He just walked up and introduced himself, coincidentally, he was headed to my fleet squadron as a department head. It may be worth noting, that he was a test pilot, which I aspired to be one day, and we shared the same racial background. I am sure he felt compelled to engage since I was one of only a handful of minorities or maybe because I looked shocked in my new surroundings. Hands-down, he was the best pilot in the squadron and he spent time to make sure I knew what it meant to bring your “A-game” every day. I haven’t spoken with him in a few years, but he was there in the beginning to help Reinforce what “right” should look like for me as a junior officer.

I met my third mentor at an affinity group function when I was a young flight instructor. That was over 20 years ago and he has been there ever since. He was a great Example and played an active role in my career at a distance and sometimes up close.

He did not pull any punches and he kept challenging me to push ahead. We have often heard that there are no defined career paths, but I probably followed mentor number three’s path the closest. It has been said that, “imitation is a catalyst of achievement”. When you are a role model or mentor, young people take note and follow your lead. You just have to set the right example.

Mentor number four – the Great Tuntini. My mother and father taught me the value of hard work, and I always thought that I gave the proverbial “110%.” In fact, I naively believed that everyone else did the same. How could they not? Mentor number four was quite refreshing as a commanding officer because he challenged the entire command to give more and he did not tolerate oxygen thieves. Of course, I felt great because of my “110%.” He was the first leader who asked me to give more, “115%,” like that was even possible. He set the bar higher and helped me to Assess my own potential. In doing so, I realized there was nothing like “120%,” especially when you are having fun. He also helped me to realize I had a lot more to offer the Navy.

Mentor number five was my detachment senior chief who retired a few years ago as a Master Chief from the world’s greatest Navy. First impression, we could not have been from more different backgrounds or beliefs. We were products of small town Georgia, born in the sixties and yes, different races. I think we both learned to Listen and embrace our differences to lead our team. We shared several talks about family, growing up, life, dreams and more. Ironically, we had more things in common than we had different which is probably true for most of us. Every Sailor has a story, and that story is what brought them to the Navy. Our team excelled because of friendship built on personal trust and my ability to grow as a leader. Those were only five mentors, but my list of mentors is easily over 15, maybe more. No, they didn’t all look like me. No one was ever formally assigned, but all took an interest. We did not all share the same likes or dislikes, but I think we all believed in our Navy, opportunity, and achievement. Over the years, I have attended various conferences or have heard young folks ask about finding a good mentor. The initial connection can be

quite awkward for both mentor and perspective protégés. So, what's the answer? I would ask young folks just starting out to do three things:

1. Learn everything that you can
2. Accept criticism
3. Seek constant improvement

Those are not things that get you noticed, though they will. They are key elements in defining who you are and are essential to shaping your professional growth and development. I think the majority of the mentoring connection lies with seniors who should reach out and engage. You know what is required in your field, your community and our Navy. You have seen the pitfalls and you know the challenges. For me, it was those leaders at all levels who noticed my work ethic, saw something special or knew that curve was in the road and sought me out to provide honest feedback. They were authentic, and I was quickly put in a place where I felt comfortable asking more insightful questions about myself and my career. A conversation started and we found common ground. Yes, I guess I felt like they gave a damn!

Mentoring Self-Assessment:

1) **How many mentors have you had in your career?** *(My answer - 15 plus)*

List them out and reflect on the impact they've had on your life and career.

2) **How many folks have you mentored from different backgrounds?** *(officer, enlisted, warfare communities, gender, racial, etc...)* If it helps, write out a list. *(My answer - 30 plus, maybe more)* If all your protégés look like you or your numbers are limited, you need to expand your reach.

3) **What are you waiting for?** Go lead! 🌟

New Web-Based Revolutionizes HAZMAT Management

By Stephanie Keiffer

NAVSUP N422

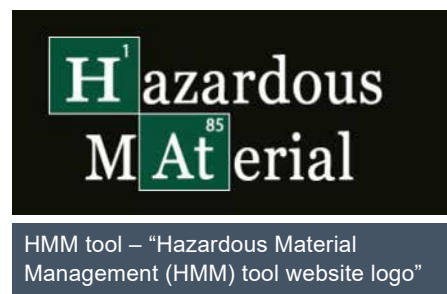
In October 2018, NAVSUP successfully deployed a new web-based tool that significantly assists its logistics partners in managing Hazardous Material (HAZMAT). Among its benefits, the Hazardous Material Management (HMM) tool has improved communications between NAVSUP Fleet Logistics Centers (FLCs) and their many HAZMAT customers, and enhanced asset visibility of customer-owned inventory, including excess material for reutilization.

NAVSUP is the Navy's lead organization with technical and management authority and accountability for all logistics support functions associated with pollution prevention and hazardous material control and management (HMC&M) programs, including regional consolidated hazardous material reutilization and inventory management program implementation and operations ashore. NAVSUP Business Systems Center and NAVSUP Weapon Systems Support have responsibility for development, maintenance, oversight, and training on the HAZMAT data and systems used within the program. NAVSUP FLCs provide day-to-day operational support to HAZMAT customers through use of these systems.

In early 2017, NAVSUP began work under a business process improvement (BPI) contract to investigate and recommend solutions for issues within the HAZMAT program. NAVSUP's BPI team visited and interviewed personnel at several NAVSUP FLC sites to help accomplish this task. Central among the issues identified by the team was a lack of customer access to Navy Enterprise Resource Planning (ERP) - NAVSUP's ashore HAZMAT data management system. This lack of access meant that customers could not see basic information about their material, including inventory levels. The team also found inconsistencies and non-standardized processes for communication and collaboration between NAVSUP and its customers. Simple tasks, like requests for new HAZMAT products and inventory adjustments, were overly time-consuming and cumbersome, frequently requiring sharing of information via email and hand-delivery.

Out of the BPI was born the idea for a web-based tool that would both standardize HAZMAT data management processes across the enterprise and provide NAVSUP customers with valuable access to data within ERP. In March 2018, the BPI team briefed NAVSUP leadership on the BPI effort and the solutions it recommended for the HMC&M program, which included development of the HMM tool. Throughout 2018, NAVSUP WSS collaborated with the NAVSUP FLCs to develop requirements for the tool, while NAVSUP BSC provided the programmers that built it.

The HMM tool provides workflow capability to increase efficiency and standardize business practices within the NAVSUP FLC HAZMAT Minimization Centers (HMC). The new functionality improves communication between all HAZMAT stakeholders, enhances visibility of Navy ERP data, and eliminates manual efforts for tracking material requisitions. The HMM tool provides customers with visibility of excess or free-issue inventory, which enhances HAZMAT redistribution and reduces hazardous waste disposal. It also provides near real-time updates of customer inventory, to improve inventory accuracy and shelf life management, and an automated process for approval of new HAZMAT products, referred to as the authorized use list process.



...continued on page 46



Left: Sailor conducts HAZMAT locker assessment at Naval Station Norfolk.

The HMM tool also promotes compliance with a broad range of federal, state, and local HAZMAT regulations by providing life-cycle management information, which helps to control, track, and reduce the types and quantities of HAZMAT used and disposed. Finally, the HMM tool includes HAZMAT locker assessment capability that simplifies annual compliance checks performed by the NAVSUP FLCs. It allows NAVSUP FLC HAZMAT directors, HMCs, and work center personnel to see the status of locker assessments at any point in time within the annual evaluation cycle.

While Navy ERP remains the system of record for ashore HAZMAT management, the HMM tool provides previously unavailable functionality and access to data for ashore and afloat customers and stakeholders. Since the initial deployment of the HMM tool, feedback on it has been overwhelmingly

positive. In the short time it has been in use, the HMM tool has gained over 4,800 users from 100 different ships and shore installations. The HMM tool has been featured in several NAVSUP FLC newsletters, and the BPI team has been referred to the Secretary of the Navy for recognition of its work under the Agility and Accountability Awards Program. 🌟

For information on access to the HMM tool, refer to the NAVSUP HAZMAT Products & Services homepage at: https://www.navsup.navy.mil/public/navsup/products_services/hmm/ps_hmm/

Below: Aviation Support Equipment Technician 3rd Class Aaron Meyers inventories heat transfer fluid containers in hazardous materials storeroom.





USS Essex Earns Best in Class

By MCSN Wesley Richardson

USS ESSEX PUBLIC AFFAIRS

Wasp-class amphibious assault ship USS Essex (LHD 2) was awarded the Ships Store Retail and Service Excellence Award December 13.

The Ships Store Retail and Service Excellence Award Program is sponsored by Commander NAVSUP and Navy Exchange Service Command and recognizes contributions of the retail services specialist (RS) Sailors to the quality of life of the afloat Sailor and Marine, evaluating the store's performance against a fixed set of criteria each fiscal year.

"The award recognizes all of the hard work that has been put in over the last fiscal year," said Lt.j.g. Carter West, sales officer aboard Essex. "Supply is customer service oriented. We work to support all operations throughout the ship, and this recognition highlights our Sailors' hard work and dedication to doing exactly that."

The Sales and Services (S-3) division raised more money than any other amphibious ship in the Navy, with over \$500,000 spent during the ship's 2018 deployment. All profits from the ships store are allocated to the command's Morale, Welfare and Recreation program.

Earning the award qualified Essex to be nominated for best of class, which the ship also won last year.

Of course, this award recognizes the hard work of the supply department, but this is really a testament to the entire crew of Essex," said West. "Back-to-back recognition proves the Sailors of S-3 exceptional support of the entire Essex team.

"S-3 aims to win the award a third time by continuing to provide the best possible service to the crew," said West. "Our Sailors put in the work knowing that their day-to-day mission has a monumental impact on morale." 🌟

Capt. Aaron Kelley, commanding officer, and Lt. j.g. Carter West, sales officer, accept the Best Ships Store Award from Capt. Pamela Theorgood, commander, Naval Surface Forces U.S. Pacific Fleet Assistant Chief of Staff for Logistics and Ordnance, aboard amphibious assault ship USS Essex (LHD 2). –photo by MC3 Jacob

Category Management— Eliminating Redundancies, Increasing Efficiency and Delivering Value and Savings in Acquisitions

By Matt Lane

NAVSUP NAVY CATEGORY MANAGEMENT PROGRAM OFFICE

NAVSUP is buying smarter, saving money and helping meet the President's Management Agenda (PMA) goals by using Category Management (CM) principles for acquisitions.

CM is a federal governmentwide approach to buy smarter and more like a single enterprise. Office of Management and Budget's (OMB) CM memorandum of March 2019 defines CM as a "business practice of buying common goods and services as an enterprise to eliminate redundancies, increase efficiency, and deliver more value and savings from the government's acquisition programs."

NAVSUP Assistant Commander for Contracting Mark D. Bennington noted CM "is a framework the Navy is employing to manage procurement in a very competitive environment where the federal budget is often constrained and becoming more dependent on service acquisition as business and weapon systems requirements grow technically challenging. [CM] is a tool to ensure NAVSUP can execute our naval mission for the warfighter for many years to come." He emphasized that CM tools and contract solutions shift execution focus from management of common acquisition to higher-level mission priorities. This nets quick win opportunities, solving today's mission challenges while meeting OMB goals.

OMB's CM goals include to (1) increase small business utilization, (2) drive spend to contract solutions with mature, cross-agency and governmentwide management or best in class (BIC) contracts that reflect the priorities and initiatives of each category, (3) use more BIC solutions, (4) reduce the number of duplicative contracts, and (5) train more employees in CM.

CM "will help agencies shift time, effort, and funding currently spent performing repetitive administrative tasks toward accomplishing mission outcomes," said Margaret M. Weichert, deputy director for management at OMB. "The expected result is more effectively managed contract spending through a balance of governmentwide, agencywide, and local contracts;

reduced unnecessary contract duplication and cost avoidance; and continued achievement of small business goals and other socioeconomic requirements."

NAVSUP is a CM lead for the Navy. Deputy Assistant Secretary of the Navy (Procurement) (DASN (P)) is re-chartering the NAVSUP Strategic Sourcing Program Management Office (SSPMO) as the Department of Navy Category Management Program Office (NCMPO). The new NCMPO will leverage the NAVSUP SSPMO infrastructure, while incorporating CM principles into the DoN's policy, process, and oversight of CM. The NCMPO will functionally align to the DASN (P) chaired DoN Program Executive Leadership for program direction, oversight and guidance, and to communicate strategies across the DoN.

The NAVSUP based team is working in many directions and levels within government and industry to implement CM, including helping DASN (P) develop and execute the DoN annual CM plan for OMB. The NCMPO staff supports the common spend CM strategy teams while others develop tiered and BIC business cases for OMB approval. They also develop contract and department level demand management strategies, work on data teams to identify vendor management opportunities, work policy development, and provide CM field training. These tasks are aimed at achieving DoN's annual plan and out-performing OMB' CM goals.

A significant Navy CM contract managed by NAVSUP is the Navy wireless solution; a multi-agency OMB authorized spend under management (SUM) solution with a \$993.5 million ceiling. The multiple award vehicle is a cost effective, best value contract for sustained wireless services support for the military and enhanced communication capabilities for the warfighter and federal workforce.

The Navy wireless solution meets OMB's CM requirements through a simplified and standardized carrier offering while providing customers a demanded management tool. This streamlined

vendor-processing time resulted in savings for all federal buyers. These best practices set this solution apart from other existing contracts, and based on an Office of the Secretary of Defense IT reform team assessment of more than a dozen contracts, resulted in a DoD mandate of the Navy solution.

Other noteworthy contracts applying CM include implementing mandatory SeaPort consideration policy and transitioning this solution from tier 0 to tier 1 agencywide solution (over \$4 billion annually); Next Generation Enterprise Networks, designating as a tier 1 solution; a DoN led business case within the facilities and contraction category; Employee Assistance Program (EAP) contract with the U.S. Air Force; and transitioning Technical Assistance for Repairables Processing (TARP) from a single contract to a SeaPort task order.

These actions helped the DoN successfully navigate turbulent CM waters by corraling SUM goals. During fiscal year 2018, the DoN achieved 133.5% of SUM goal and reduced tier 0 contracts by 23%. This past fiscal year, the DoN's performance again tracked toward surpassing both the SUM and tier 0-reduction goal, 133.8% and 26.4% respectively.

Notwithstanding the awards and achieving SUM goal two years running, the DoN has more work to do to optimize DoNwide CM implementation. Naval personnel should employ the acquisition gateway to conduct market research when possible to resource existing common spend solutions to shift that time and effort currently consumed performing repetitive administrative tasks to achieving mission outcomes. If you're involved in acquisitions, attend CM training to better understand this evolving governmentwide concept to fully implement and benchmark CM practices in your command.

For further information see the CM page on the MyNAVSUP intranet site <https://my.navsup.navy.mil/webcenter/portal/nss>, or contact the NAVSUP NCMPO at DoN.SSPMO.fct@navy.mil. ☀



NAVSUP FLC Pearl Harbor fuel operators assemble a skimmer during the fuel spill exercise. —courtesy photo, U.S. Navy

Fuel Department Demonstrates Readiness during Fuel Spill Response Exercise

By Lt. Jason Dudell

NAVSUP FLEET LOGISTICS CENTER
PEARL HARBOR

NAVSUP Fleet Logistics Center (FLC) Pearl Harbor's Fuel Department participated in its annual fuel spill response exercise, Oct. 9.

This year's scenario involved an emergency response to a simulated instantaneous release from a double hull fuel barge parked across from the USS Arizona Memorial, posing a hazard to wildlife, habitats, and tourism along the nearby shoreline and potentially the greater Oahu, Hawaii area.

The fuel operators immediately deployed release containment booms around the barge to restrict the spread of fuel and mitigate the release. Simultaneously recovery began with the use of multiple fuel skimmer systems to recover the release. Following these, the team set up a chemical wash down station for the quick decontamination of any personnel who could potentially be exposed to fuel if this was a real incident.

In high temperatures and humidity, the exercise participants worked through

various challenges presented by the Defense Logistics Agency (DLA) Energy training team, accomplishing each of the evolution's objectives with zeal and expertise.

In the course of the exercise, the fuel operators also utilized open sourced Geographic Information System (GIS) mapping capabilities to depict the simulated fuel spill in a detailed manner. The system allowed the team to identify fuel lines, water, storm drainage, and elevation of topography to create a realistic tabletop exercise. The GIS also integrated critical data from other agency's (National Oceanic and Atmospheric Administration, Pacific Disaster Center, and Environmental Protection Agency) driving a common operating picture. The result provided all exercise participants better situational awareness as well as giving a broader outlook and perspective of all surrounding areas.

During the after action review, the fuel team identified additional methods and capabilities to further protect the environment and contain the simulated spill had it been more severe. One solution was the deployment of two additional booms, each 1,000 feet long, in order to stop the flow of fuel from leaving the channel separating Ford Island and Pearl Harbor.

"Although this is an annual requirement, the greatest benefit of these drills is to demonstrate to ourselves that we have capability and expertise to solve the most realistic

scenarios possible," said John Floyd, NAVSUP FLC Pearl Harbor fuels deputy director.

Among the hands-on responders, personnel from the U.S. Air Force, DLA Energy, and Pearl Harbor's Port Operations attended the drill as observers. These external stakeholders brought with them information and support which greatly enhanced the educational experience as well as future response capabilities of the operators involved.

The training provided by DLA focused and drilled heavily on stopping, isolating, and recovering the spill as early as possible. Carefully planned and executed, the exercise was comprised of complex and in-depth stages focused on response, notification, organizational duties, containment, cleanup, and remediation procedures on par with private industry and Department of Defense (DoD) disaster relief organizations.

NAVSUP FLC Pearl Harbor's Fuel Department is the DoD's largest fuel terminal, storing and issuing petroleum products in support of fuel requirements across Hawaii as well as the Indo-Pacific Region. As the Navy's mission around the globe evolves, NAVSUP FLC Pearl Harbor's specialized fuel technicians play a critical role in ensuring operational agility and around-the-clock support. ☀



NAVAL SUPPLY DEPOT SUBIC BAY AND PHILIPPINE PRODUCTS IN THE EIGHTIES

By Retired Capt. Steve House, SC, USN

The Philippine revolution that ousted Ferdinand Marcos occurred shortly before my change of command. After assuming command, I received a request from the new Philippine government to attend a meeting at Clark Air Force Base to discuss ways to increase the amount of money the U.S. Navy spent on Philippine products. I said I would attend and a colonel from the U.S. Air Force also agreed to attend, but their purchase operation was “small potatoes” compared to ours.

My staff briefed me that our major purchases in the Philippines included security guards, fresh fruits and vegetables, and some minor service work. We were buying a significant amount of materiel from the U.S. that was readily available from Philippine sources. My general counsel (civil service) lawyer briefed me on the “Buy American Act” that gave preference to U.S. products and prevented Naval Supply Depot (NSD) Subic Bay from buying locally. He said that exceptions were permitted if the U.S. procurement was likely to increase the overall total cost by 25%. The “Buy American Act” stipulated that we were required to include the cost of transportation from the U.S. to the Philippines in our cost analysis. This made it very difficult for our analysis to stay under the 25% threshold.

The meeting with the Philippine authorities was very cordial, but they were mildly upset when they were told about the “Buy American Act.” They said that

President Aquino would visit the U.S. in the near future, and she would seek a blanket waiver from the “Buy American Act” for the Philippines. When I said to them that “I don’t think the blanket waiver would be granted.” They smiled and said, “President Aquino can be very persuasive.”

Shortly after President Aquino arrived in the U.S., we received official direction that the provisions of the “Buy American Act” were waived for the Philippines, including the cost of transportation. The only caveat was that Philippine suppliers must meet the quality standards prescribed in the product specification and the delivery schedule. Thus, the “Buy Philippine Products Program” was born. It turned out to be a real game changer for the Philippine economy.

I called my senior staff together and we discussed possible products that we could purchase in the Philippines. We had an office in Manila that did some local purchasing for us, but we had to expand their staff to accommodate increased procurement and contract administration. We adopted the phrase “I love Philippine products” and began publicizing it in Philippine newspapers and on TV. Potential suppliers inundated us with proposals. Our procurement department winnowed many of them out, mainly because they could not meet the U.S. product specification. At times, our buyers had to deal with offers based on “kickback” schemes that were endemic to doing business in the

Philippines. Those were quickly rejected, but we ended up with many good ideas. Most that we selected successfully delivered quality products that met U.S. specifications, saved the U.S. money, and put a significant amount of money into the Philippine economy. Few were disappointing.

Some of our successes and disappointments follow:

Canned soda for fleet units and the base were shipped to NSD Subic Bay from the states. A large soda can capability existed in Manila, but it was underutilized because Filipinos preferred their soda in bottles. The company produced a small amount of canned soda for the tourist consumption, so they would have no trouble meeting the U.S. quality standards. The only problem was that they sold cans with throwaway tops that were not allowed aboard ship. The company agreed to shift to “capture tops,” so we signed a contract with them to supply a wide range of canned soda for shipboard and base use. When we stopped buying the canned soda from the U.S. we received some hate mail from a U.S. company that previously supplied the canned soda to Subic Bay. But after we explained the Philippine exception they accepted our decision. Some Sailors complained that Philippine canned soda tasted different. But in a well-publicized blind taste test we proved to their satisfaction that the Philippine canned soda tasted the same. I don’t remember how much money went into the Philippine

economy when we shifted to Philippine canned soda, but it was a big number.

We were buying a great deal of furniture and drapery material to outfit ongoing remodeling of base bachelor housing throughout the Western Pacific. All of the furniture and draperies were manufactured in the U.S. and shipped to the Philippines. We learned that much of it was 90% manufactured by Philippine companies then shipped to the U.S. companies for finishing. The U.S. companies would then sell it to the U.S. government – as “Made in the USA” – and then it would be shipped back to the Philippines or other countries in the Western Pacific. A huge savings was possible if we could buy finished furniture directly from Philippine companies. We hired a retired American “expatriate” in our Manila office that had extensive experience in the Philippine and American furniture industry. He surveyed furniture contractors in the Manila area and began sourcing those that could meet the specifications and delivery schedules. The program was a big success.

Draperies were another story. The CEO of the company that had the contract to manufacture all of the draperies for the U.S. Military in the Western Pacific called us. He said he was coming to the Philippines with his lawyer to complain about losing Western Pacific drapery business. We told him about the exemption for the Philippines, but he wasn’t satisfied. Long story short, he ended up selling just the material to us and letting Philippine companies do the sewing. In fact, he established an ongoing business relationship with several Philippine companies to do his sewing and shipped the finished product to the U.S. for the commercial market.

We were buying bubble wrap that was used extensively in the handling and shipping of expensive electronics. The bubble wrap cost was \$25/roll when purchased in the U.S. But when the cost

of transporting a roll to the Philippines was added to our cost analysis, the cost grew to \$100/roll. We found a supplier in the Philippines who could buy the resin locally that was needed to manufacture bubble wrap. He met our specification and delivery schedule and delivered quality bubble wrap to NSD for \$65/roll.

Not all of our decisions were winners. The first disappointment stemmed from a conversation I had with my cousin’s husband during a trip to the U.S. His company was a major supplier of food products to the metropolitan New York City area. When I mentioned the “Buy Philippine Products” initiative he mentioned that his friend was importing tuna fish from the Philippines to the U.S. market. We contacted the tuna fish company in Manila and asked that they send us a few cans of the product they exported to the U.S. for us to try.

We thought we were ready to begin negotiations with the Philippine company. But Navy regulations required that we inspect the Manila canning facility, so we arranged to have a USG inspector from Hawaii fly to Manila to inspect the plant. The company failed the inspection. And because of the Navy inspectors report, one million dollars of Philippine canned tuna fish sat on the dock in California under an embargo. I’ll spare you the details of the report, but it was pretty bad. The Philippine company eventually was reinstated and the embargo lifted. However, we decided it was too risky and we cancelled our plans to buy canned tuna fish from a Philippine company.

Another disappointment occurred in our attempt to help Filipino farmers in Baguio (mountains in the Philippines where they grew fresh vegetables that were sold to NSD). My executive officer met with the collective that represented the farmers and found that the vegetables were beautiful, but they were only receiving 10 cents on the dollar for the vegetables sold to NSD. The remainder

of the money was going to so-called Chinese middlemen in Manila who – the farmers said – were adding very little to the end product. The farmers were very enthusiastic about cutting out the middlemen and said they could meet our packaging and sanitary requirements. We gave the farmer collective a small order. When the vegetables arrived, they failed the sanitation inspection and the vegetables were woefully packaged such that they didn’t meet the strict standard for delivery to Navy ships.

It turned out that the so-called Chinese middlemen were very cognizant of the U.S. sanitation specification and packaging requirement. Their hands-on effort was quite extensive and well worth the fees that they charged. In our desire to help the farmers we didn’t do our due diligence prior to making the buy and dropped the ball. The importance of providing quality vegetables to the fleet units and the people on the base was such that we couldn’t risk working directly with the farmers.

One interesting project was when the base commanding officer requested that we purchase about 20 horses for the riding stable to replace 20 horses that were old and no longer rideable. We did some research and found that the best place to buy healthy riding horses in the Western Pacific was Australia. The head of the Procurement Department and a Navy veterinarian flew to Brisbane Australia to negotiate the deal. That was the easy part. They then had to get them to Subic. We eventually negotiated a deal for two commercial cargo flights from Australia to Cubi Point. All went well and the fresh horses were quite a hit at the riding stables. I didn’t ask what happened to the old horses.

Another interesting project began when a representative from an Australian commercial cargo airline approached us and asked whether they could initiate a weekly flight to Cubi Point with a selected range of Australian

...continued on page 52

...continued from page 51

Commissary-type products for the Navy customers on the base. We coordinated with the officer in charge of the commissary and he said to go for it. It took us about nine months to get approval from our bosses in Hawaii for the commercial plane to land and refuel at Cubi. The cargo company had to post the necessary paperwork and bond to cover any accident that might occur, and pay for fuel that we sold them.

The business case analysis was a “slam dunk” because the cargo airline had been flying essentially empty to Hong Kong and full on the return trip to Australia. Products included things that we could not get economically from the states (e.g. fresh milk and ice cream, Sidney rock oysters, unique Australian fruits and

vegetables, etc.). The local Air Force Base and the U.S. Embassy in Manila heard about our flight from Australia and began using it as well.

We also had an ongoing program with Australian industry to repair Navy owned aircraft components at Australian companies and return them to NSD. The military bureaucracy required us to fly the components to/from Australia via Hawaii, which drove up the overall repair cost and elongated the turnaround time. We finessed the policy with a workaround that required the Australian companies to include transportation in their repair cost and contract with the Australian cargo airline to move the components directly to/from Australia to Cubi Point.

It was unique time to be the commanding officer of NSD Subic. Key to the success was the waiver of the Buy America act that authorized us to procure material and services in a cost-effective manner. The only caveat was that suppliers must meet the quality standards prescribed in the product specification and the delivery schedule. I relied heavily on my contracting department and GS civilian lawyer to weigh in on major procurements. We have made a few mistakes, but the program was a huge success for both the Filipino economy, American personnel stationed in Subic and aboard Navy ships at sea. ●



Navy colleagues,

Your careers, experiences and memories are more than a collection of fond recollections. They are, or can be, a lasting contribution to the enduring legacy of the United States Navy.

Please take a moment to type out your fondest, or maybe not-so-fond, “sea story” and forward it to the Supply Corps Newsletter staff. You don’t need to be a poet or writer to do this, it doesn’t have to be current affairs, but it does need to be grounded in facts.

Our staff can help with format and style matters and assist in the process.

The Supply Corps Newsletter is ALWAYS accepting stories, we want your history!

Send your stories, questions or comments to:

SCNewsletter@navy.mil



NAVSUP Fleet Logistics Center Pearl Harbor Hosts Sixth Annual "Top Chef" Culinary Competition

By Shannon Haney

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER PEARL HARBOR

The Navy Food Management Team (NFMT) from NAVSUP Fleet Logistics Center (FLC) Pearl Harbor hosted the sixth annual "Top Chef" Culinary Competition at Joint Base Pearl Harbor-Hickam (JBPHH), Nov. 21.

Four commands participated in the competition, which was designed to promote camaraderie within the Navy culinary community and showcase the teams' talent and expertise.

Guided-missile destroyers USS Halsey (DDG 97) and USS Chung Hoon (DDG 93), guided missile cruiser USS Port Royal (CG 73), and JBPHH base dining facility Silver Dolphin Bistro all sent culinary teams to the event.

"Competitions like this reinvigorate my love for the culinary specialist rating," said Culinary Specialist 1st Class Robert Gabales.

The teams had just 60 minutes to create five portions of one appetizer, one main entrée, and one dessert. The theme was "holiday meal" and the teams were required to use ingredients from the approved prime vendor catalog.

"We are competing, but there is still camaraderie between the teams," said Culinary Specialist 1st Class Teika Albury. "Having the freedom to be creative and creating our own menu was the best part of the competition."

The teams chopped, boiled, and fried their ingredients. Then one by one, as the entrées were completed, the teams presented their creations to a panel of judges.

Judges for the event included members from NAVSUP FLC Pearl Harbor's NFMT. In evaluating the meals, each judge carefully tasted every dish and

judged them based on three criteria: creativity and teamwork, taste and wholesomeness, and food and plate presentation.

"I am extremely proud of the team's performance," said Culinary Specialist Submarines Senior Chief Brandon Ramos, NAVSUP FLC Pearl Harbor NFMT. "They all express a true passion for the [culinary specialist] rating and work well together."

Although all teams presented strong entries, the team from USS Port Royal won the competition for the third consecutive year in a row with a shrimp skewer with 'aftershock' sauce appetizer, prime rib with bacon wrapped asparagus and red skinned potatoes main entrée, and an apple and bananas crepes sprinkled with powdered sugar dessert. USS Halsey came in second place, and third place was Silver Dolphin Bistro. 🌟



Renovated Joint Hazardous Materials Center Opens at Pearl Harbor

By Shannon Haney

OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER
PEARL HARBOR

Above: A ribbon is cut during a ceremony unveiling the newly renovated Joint Base Pearl Harbor-Hickam (JBPHH) Hazardous Material (HAZMAT) Center. —photo by Shannon Haney

The central Pacific-based Department of Defense facility for processing hazardous materials for reuse or disposal reopened recently after a \$2.4 million renovation to make it safer and reduce its environmental impact.

The Joint Base Pearl Harbor-Hickam (JBPHH) Hazardous Material Center was unveiled Aug. 27 in a ceremony hosted by NAVSUP Fleet Logistics Center (FLC) Pearl Harbor.

In addition to safety and environmental renovations, the fire suppression and ventilation system were overhauled, egress doors and product dividers were installed, and the flooring was painted and sealed.

Two years ago, well before the renovation, the center merged the Air Force's HAZMART and the Navy's Regional Consolidated Hazardous Material Reutilization and Inventory Management Program Center.

"The completion of this renovation project marks a huge turning point for our Joint HAZMAT Center," said Doug Bugado, materiel management flight chief. "Although we co-located the operations back in 2017, our team was operating under some warehousing constraints that prevented some operational efficiencies.

"Experts from across NAVSUP, our NAVFAC partners and professional contractors were instrumental in getting this entire project completed two weeks ahead of schedule, with minimal impact to our customer's operational requirements," Bugado continued. "This is a win for HAZMAT operations at the Joint Base."

The JBPHH HAZMAT Center team provides support to over 250 shops and processes over 10,000 issues per year.

"The team continues to do a fantastic job supporting our Joint customer base," said Air Force Capt. Chris Piha, materiel management flight commander, 647th Logistics Readiness Squadron. "They provide responsive courtesy stow for our ship and sub customers, highlight our 'free' reuse to all eligible installation customers, via the new HAZMAT End User App and training our Air Force and Navy customers in HAZMAT procedures by helping coordinate their Authorized Use List...they do it all.

"Their hard work and dedication also reflects in the overwhelming positive customer service surveys highlighting their responsive service," Piha said. "We could not be prouder of our Joint HAZMAT Center Ohana [family]." 🌟

A Piece of Home, One Package at a Time: Madrid Aerial Mail Terminal

By Courtney Pollock

PUBLIC AFFAIRS, NAVAL STATION ROTA

A package in the mail from a loved one is enough to brighten anyone's day, but did you ever wonder how that package made its way to sunny southern Spain? A small group of NAVSUP Fleet Logistics Center (FLC) Sigonella personnel – one civilian, four Sailors, and three contracted local national employees – at Madrid Barajas International Airport, are instrumental in managing a postal transportation network maintaining the flow of mail in and out of the region.

"Madrid Aerial Mail Terminal (AMT) is open seven days a week, 365 days a year, and we are the sole single service mail manager for Department of Defense (DoD), Department of State (DoS), and NATO members in the Kingdom of Spain, Portugal, and for U.S. Navy vessels transiting the area of responsibility (AoR)," explained William Smith, postal officer of Madrid AMT.

This is no small task with over 251,000 pieces, and 2.5 million pounds of mail being processed in fiscal year 2019 by Madrid AMT. This large volume of mail was dispatched to and received from Naval Station Rota, Moron Air Base, National Support Elements (U.S. service members assigned to NATO) throughout the Iberian Peninsula, U.S. Embassies, Consulates and transiting ships and battle groups. Their average customer base is 8,000 personnel, but this number can swell to over 40,000 with transiting ships in the area.

Being located in a major European air transit hub, Smith and his team are able to facilitate mail service to personnel within this AoR by communicating and working with airport personnel to conduct "a timely, efficient, safe, and accurate mail system."

The mail arrives and departs Madrid Barajas International Airport through multiple commercial air carriers as AMT staff observe various arriving flights to ensure secure and efficient offloading of mail by ground handlers.

"In this day and age of Facebook and iPhones, nothing can ever replace the feeling of receiving a letter or care package in the mail from a loved one," said Smith. "In short, we keep our customers connected to home."

"Upon offloading, AMT staff follow ground handlers transporting mail back to carrier warehouses for screening," said Smith. "After screening is complete, all mail is delivered to the AMT for processing."

This is when the hard work begins for AMT staff. They scan all incoming mail and packages as arrived into the United States Postal Service (USPS) system, then sort and manifest mail based on destination. The mail is then loaded onto outbound trucks or aircraft for its final delivery destination throughout the AoR.

While their work is demanding and never-ending, the impact and the responsibility is clear to the employees at Madrid AMT.

"I feel that my mission here at Madrid AMT is important because we are handling personal mail packages that service members and their families are counting on being delivered," said Logistics Specialist 2nd Class Mary Matthews.

Knowing that they are handling personal mail that includes packages from loved ones stateside is gratifying. Matthews says she feels "honored to be a part of this mission." A sentiment also felt by coworker Logistics Specialist 2nd Class Phillip Freeman.

"I feel honored and privileged to be a part of something bigger than me," Freeman explained.

The process is similar for outgoing mail. After mail from various locations around the Iberian Peninsula and AoR arrives at Madrid AMT, all outgoing mail is scanned, received,



Luis Pulgaron scans mail received in Madrid from a flight out of Newark, New Jersey. –photo by Bruce Wheeler

...continued on page 56

...continued from page 55



Above: Logistics Specialists 2nd Class Phillip Freeman and Mike Jerome Rabanal load mail into a van for Madrid NATO unit personnel. —photo by Bruce Wheeler

and x-rayed to detect dangerous items that would be an aircraft hazard, if no hazardous items are found mail is then manifested and dispatched daily to commercial air carriers for transport to the United States and destinations around the world.

This is a brief glimpse into the AMT's internal operations. Their office also relies on and liaisons with several government and airport personnel in order to accomplish their job.

"We have a great rapport with the Spanish Airport officials, Spanish Customs, and Guardia Civil who maintain a security presence at the airport," said Smith. "We could not do our job without their cooperation and professionalism."

These agencies, in addition to Madrid AMT personnel, work to ensure the safety of the aircraft and passengers aboard the flights as well as the mail reaching its destination. This includes removing prohibited items found during security screening.

If prohibited items – such as alcohol, aerosol cans, or anything that can pose a threat – are found in the mail, Madrid AMT personnel are contacted and they take possession of the package. The staff will remove and destroy the item and a letter is sent to the customer and originating post office to notify them of the violation.

While this is an unpleasant aspect of his job, Smith overall enjoys the unique mission of this command and is well-positioned for his role. He served as the last Air Force Postal Detachment Chief/Officer in Madrid before operations were turned over to the U.S. Navy in 2013.

"A few things have changed [since 2013] with the way mail is processed," said Smith. "USPS has modernized quite a bit with different innovations being introduced into the mail transportation process providing more visibility and tracking for the customer which increases overall security and accountability."

While Smith agrees that technology has been great for staying connected with loved ones stateside or around the world, he feels that it will never replace the tangible piece of mail.

"In this day and age of Facebook and iPhones, nothing can ever replace the feeling of receiving a letter or care package in the mail from a loved one," said Smith. "In short, we keep our customers connected to home."

Located at Madrid's Barajas International Airport, the AMT is functionally aligned under NAVSUP FLC Sigonella's operational site at Naval Station (NAVSTA) Rota, Spain. The AMT works closely with air carriers, Spanish customs agents, the Spanish Postal Service, and logisticians at the airport to receive, dispatch, and ship all letter mail and parcels for DoD, DoS, and NATO customers throughout the Iberian Peninsula and Northern Europe.

Site Rota is one of NAVSUP FLC Sigonella's five logistics sites in the Navy Region Europe, Africa, Central AoR. Strategically positioned at NAVSTA Rota, the Site provides operational logistics support to homeported Forward Deployed Naval Forces and transient United States Sixth Fleet units. Site Rota provides supply chain management, bulk and aviation fueling capability, materiel handling equipment, contracting, hazardous material management, household goods and vehicle processing and postal operations to fleet, installation and other service components throughout the AoR. 🌟

U.S. 6th Fleet Logistics Support Holds Ship Repair Industry Day in Greece

By NAVSUP Fleet Logistics Center Sigonella
Public Affairs

Senior leaders, contracting experts, and ship repair engineers representing several of the U.S. 6th Fleet's logistics support agencies hosted a Ship Repair Industry Day event aboard USNS Carson City (T EPF 7), while at the Athenian port of Piraeus, Greece, Nov. 19-21, 2019.

The hosting agencies were NAVSUP Fleet Logistics Center (FLC) Sigonella, Military Sealift Command, and Forward-Deployed Regional Maintenance Center (FDRMC). Guest attendees included representatives of 19 European commercial ship repair vendors.

"In recent years, 6th Fleet has been increasing the tempo of its operations throughout the Mediterranean as part of our national defense's strategic effort toward greater dynamic force employment," said Capt. Frank Okata, commander, Military Sealift Command Europe and

Africa and Task Force 63. "On behalf of 6th Fleet, the Navy's logistics support agencies organized this Industry Day to grow our ship repair industry base in the region, so we can continue to ensure our fleet's ships and supporting vessels are ready at all times."

The event began with briefings led by subject matter experts from the hosting agencies during which industry vendors learned each agencies' contracting regulations and solicitations processes.

"To ensure we have a stable industrial base that can properly repair and maintain our ships, we have to first train the commercial ship repair vendors about how to do business with the U.S. government, specifically about our Navy's contracting rules and regulations and the technical specifications of our forward-deployed ships that require repair and maintenance," said Capt.

Representatives from 19 European commercial ship repair companies who attended the Ship Repair Industry Day event and senior leaders, contracting experts, and ship repair engineers representing several of the U.S. 6th Fleet's logistics support agencies—NAVSUP FLC Sigonella, Military Sealift Command, and Forward Deployed Regional Maintenance Center aboard USNS Carson City (T EPF 7).

—photo by Joe Yanik

...continued on page 58



...continued from page 57

Jerry King, NAVSUP FLC Sigonella's chief of contracts.

Okata added that the briefings also helped the vendors better understand the scope of U.S. Navy operations in the region.

Cmdr. Luis Socias, officer in charge, FDRMC Rota, said that one of the central reasons for holding the Industry Day was to enable dialogue between the hosting agencies and company representatives that would lead to a stronger ship repair customer base for the Navy.

"Our goal here today was to communicate with local contractors that with our Navy's increased presence in the region, we will need their labor and expertise in order to maintain our ships operating here," Socias said. "Our event was successful in

that many of the vendor representatives asked questions and received immediate answers about how best they can submit competitive packages solicitations."

Hosting the event aboard Carson City also gave vendor representatives a unique opportunity to gain firsthand familiarity with areas of the ship where repairs are needed for the vessel's upcoming maintenance period.

Dylan Coffman, Carson City's principal port engineer, led vendor representatives during a walk-through of the areas where repair work was needed.

"For the ship check walk-through of Carson City, transparency was important so that all vendors have the same information about the needed repair work,"

Coffman said. "This information will aid them as they bid for the associated work items within the maintenance package."

King added that he was pleased so many vendors invested time and effort in attending the Industry Day event, and he expects that the tide has turned toward re-building the Navy's ship repair customer base in the Mediterranean.

"The Navy's industry base for ship repair in the Mediterranean has degraded over the years," said King. "This Industry Day event and the ship check walk-through of Carson City has already succeeded in raising awareness in the ship repair commercial industry." 🌟

NAVSUP Fleet Logistics Center Sigonella Leaders Forge Plan to Support Navy's Region Europe-Africa-Central Operations During Fiscal Year 2020

By NAVSUP Fleet Logistics Center Sigonella Public Affairs

NAVSUP Fleet Logistics Center (FLC) Sigonella's military and civilian leaders gathered for the command's annual leadership conference Nov. 13-15 at Naval Air Station (NAS) Sigonella, Sicily, Italy.

During the three-day symposium, attendees forged the command's strategic way forward to support the Navy's growing operations throughout Navy Region Europe-Africa-Central (EURAFCENT) in fiscal year 2020 and beyond.

NAVSUP FLC Sigonella's Commanding Officer, Capt. Alsandro "Jay" Turner, kicked off the open-forum event with remarks about what should be key focus areas during the symposium.

"One of the most important objectives for us as leaders this week is to communicate and collaborate with each other in order to develop solutions for challenges that inhibit us from completing our logistics support mission," Turner said. "This cross-communication underscores and bolsters our mission of providing netted logistics to support our region's warfighters."

Leaders in attendance included military members, civilian employees, and host nation partners who represented the FLC's headquarters located at NAS Sigonella and the

command's five operational sites located at Naval Station Rota, Spain; Naval Support Activity (NSA) Souda Bay, Greece; Camp Lemonnier, Djibouti; NAS Sigonella and NSA Naples, Italy.

"Our annual symposium helps us as a geographically-diverse organization to foster a culture of innovation and cooperation so we can deliver the best logistics solutions for the Navy operating in Navy Region Europe-Africa-Central," said NAVSUP FLC Sigonella's Executive Director, Bong Cabling. "The challenge/solutions breakout sessions in particular were extremely productive and are indicative of a well-functioning, highly-adaptive netted team."

Besides developing solutions, the symposium's other themes were recognizing the contributions made by the command's host nation partners (HNPs) and Reservists.

"NAVSUP FLC Sigonella's HNPs make up more than one third of the workforce," Cabling said. "Their expertise and continuity of support means their perspectives and ideas are essential to our continued success and all of our command's strategic goals."

Representing NAVSUP's Reserve component, Lt. Cmdr. Nathan Klose, said that the purpose of his presentation was to



illustrate the many ways Reservists have contributed, and are contributing, their expertise in logistics and supply chain management while assigned to the command.

“Leveraging Reservists is a critical force multiplier in the execution of dynamic force employment,” Klose said. “My message to the command’s leadership during the symposium is that we are well-positioned to provide this support.”

Offering his perspective as Director, Readiness and Logistics, U.S. Naval Forces Europe/Africa/U.S. 6th Fleet, Rear Adm. Michael Curran spoke to the group to highlight the role NAVSUP FLC Sigonella’s products and services play in providing logistics readiness support to the Navy and Joint war-fighters operating in Europe and Africa.

Products and services that the command delivers throughout the region include logistics support, supply chain, contracting, hazardous materials, postal, fuel, household

goods services, and integrated logistics.

For NAVSUP FLC Sigonella’s leaders, developing solutions to challenges is only the first step toward achieving the command’s strategic goals during fiscal year 2020.

“Achieving our objectives this year requires following through on action items we agreed upon during our discussions,” Cabling said. “Completing these action items ensures we respond to leadership’s mandate of being able to fight and win.”

NAVSUP FLC Sigonella’s mission is to provide netted logistics, business and support services to U.S. Naval, Joint and Allied forces through partnerships and sound business practices in order to set theater readiness with materiel accountability. 🌟

NAVSUP FLC Sigonella’s military and civilian leaders gather for the command’s annual leadership conference at Naval Air Station Sigonella, Italy. —photo by Joe Yanik

DEPARTMENT OF THE NAVY
CODE NOCC
NAVAL SUPPLY SYSTEMS COMMAND
5450 CARLISLE PIKE SUITE 309 - 112
MECHANICSBURG PA 17050 - 2411

OFFICIAL BUSINESS

Periodical
U.S. Postage
PAID
Permit No.
0372-930



Rear Adm. Michelle Skubic, Commander Naval Supply Systems Command (NAVSUP), prepares to record a video update to the NAVSUP Team with Daniel Eby, videographer for NAVSUP Weapon Systems Support, while practicing social distancing and wearing a face covering. -photo by Jan Derk