THE NAVY SUPPLY CORPS MONSIELLE Summer 2020

NAVSUP WSS: Linking the Supply Chain to the Warfighter!





A Message from the Chief of Supply Corps



NEWS FROM THE Command Master Chief

Supply Family,

As the sun sets on my time serving in this beautiful corner of Pennsylvania, I want to thank each and every one of you for your hard work and steadfast commitment in support of the Navy's mission. I am humbled when I look back on all we have accomplished together as a team.

When I took the helm nearly two years ago, I spoke to our need to renew our sense of urgency and speed of execution to build the Navy the nation needs, and to improve our business processes, operational readiness, and sustainment.

We have met that, and more. We enhanced the lethality of our naval and Joint forces, improved our readiness to prevail in war, organized our ranks to transition through the phases of war, made progress toward a clean audit, and devised solutions in the industrial mission set to get more ships and aircraft returned to the fleet on time or sooner.

We have prevailed in the face of the COVID-19 pandemic, demonstrating our tenacity, flexibility, and tireless resolution to provide the warfighter what they need, when they need it. As our nation recovers from the virus, and faces social unrest, we look inward at our supply community. While we take pride in a strong culture that values inclusion and diversity wherein all members are treated with dignity and respect, afforded equal opportunity, and encouraged to aspire to their greatest potential, there is room to grow and do better. I challenge each of you to have those hard conversations, to learn and grow, and make tomorrow better than today. We do not stand for, nor should we ever tolerate, hatred or bigotry among our ranks.

When I think about what we have faced, and how we did not "give up the ship," I am nearly overwhelmed. There is an incredible, vast spectrum of meaning in that thought, but know this: my pride in you is only outmatched by my thankfulness for you, and for my time as Commander NAVSUP and 48th Chief of Supply Corps.

This issue of the newsletter features articles highlighting the efforts of our own NAVSUP Weapon Systems Support. They provide Navy, Marine Corps, Joint and Allied Forces program and supply support for the weapon systems that keep our naval forces mission ready. They link the supply chain to the warfighter and are depended on to provide the parts they need, when they need them, anywhere in the world.

Their mission is carried out by a single command organization operating in Mechanicsburg, Pennsylvania; Norfolk, Virginia; and Philadelphia, Pennsylvania.

Finally, that brings me to introducing the next master of this great ship... welcome Rear Adm. Peter Stamatopoulos. His decisive leadership, people-centered values, and vast experience of maritime logistics more than qualify him to lead this team. I'm confident that I'm leaving you in good hands.

I have no doubt you will show Rear Adm. Stamatopoulos the level of support and dedication you have shown me during my time as Commander NAVSUP and Chief of Supply Corps.

As I conclude my tour, I'm certain of our Supply community's ability to continue pushing the envelope while providing support to the world's greatest Navy. Thank you for all that you have done, and all that you will accomplish in the future. Take care of one another.

MICHELLE C. SKUBIC RADM, SC, USN

Supply Family,

Greetings from your NAVSUP Headquarters here in Mechanicsburg, Pennsylvania. I'm keeping you all close in thoughts as we continue to navigate this new "normal" together and serve our customers with excellence.

This newsletter highlights our NAVSUP Weapon Systems Support (WSS) team. Our expert HQ team will do a much better job of explaining its importance in greater depth, but I wanted to touch on a few things that impressed me as I prepared to interview for the NAVSUP CMC billet, and as I sit in the seat now.

NAVSUP WSS is made up of over 3,000 civilian, military, and contractor personnel providing Navy Supply Chain Management (fleet supply and program support) to Navy, Marine Corps, Joint, and Allied Force weapons systems around the globe. This phenomenal team of experts manages and executes \$21 billion of inventory and an annual material budget of over \$3.5 billion spanning over 430,000 repair part line items that they are responsible for and own with pride. Know that when you hear, "Ready to fight tonight" that it doesn't happen without our NAVSUP WSS team firing on all cylinders.

Thank you, NAVSUP WSS for your tenacity, and flexibility, and your relentless pursuit of customer satisfaction. I know you're right in my back yard, but COVID-19 prevents me from visiting and listening to you tell me about your incredible accomplishments. Soon...very soon, I look forward to touring your locations here at Mechanicsburg, in Philadelphia, and Norfolk, Virginia, to learn more and watch you supporting warfighters around the world.

With summer upon us, a very different summer for all of us, many watched the April showers bring May flowers from our homes as we worked safely in the virtual environment. Still, many from this phenomenal Enterprise operated on the front lines around the globe, staring COVID-19 in the eye and serving with pride and conviction.

Then, while we were finding balance, we were faced with the senseless death of George Floyd, a heart-wrenching injustice that threw off our balance and placed many in an environment of unrest. My hope is that we grow and learn, and take positive actions on solid moral and ethical ground-because we are family.

You've remained vigilant despite the adversity to make sure Sailors are fed, Navy Exchanges and Navy Lodges are stocked and ready to serve Sailors and families, parts are delivered to warfighters, ships stores and shipboard laundry teams continue to serve our warfighters at sea, and maintain the ever-so-critical mail flow around the globe.

I am humbled by your resilience and accomplishments and want to close with a heartfelt thank you for remaining strong and being there for the warfighter, and, more importantly, for each other. I close with that and another heartfelt thank you and farewell to a few people.

Capt. Matthew Ott, Cmdr. Jecisken Ramsey, and Lt. Lauren Gazaille - thank you for the short, but sweet professional relationship, laughter, and support. I wish you the best in all of your future endeavors.

And, last but certainly not least, Rear Adm. Michelle Skubic, one of the smartest and most genuine leaders I've ever met. Thank you for your brilliance, your honesty, your guidance, the laughter, and for taking a chance on me.

I'm holding a quote I read recently very close to heart: "You must be the change you wish to see in the world" - Actions, not words. See ya in the fleet, soon, I hope. All Day, Every Day!

Command Master Chief Naval Supply Systems Command

CMDCM(SW/NAC) Shannon Howe, USN

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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. George E. Bresnihan, SČ, USN Chief of Staff Naval Supply Systems Command

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

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MARINE CORPS AIR STATION IWAKUNI, JAPAN



NAVSUP FLC PEARL HARBOR SUPPORTS NASA'S SPACE X DEMONSTRATION MISSION 2

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LEE MUNDY Editors

LEE MUNDY Layout & Design

A Message to the Navy Supply Corps and NAVSUP Enterprise



Secretary of Defense Dr. Mark T. Esper announced the President has nominated me for appointment to Vice Admiral and assignment as director, Defense Logistics Agency (DLA), Fort Belvoir, Virginia. If confirmed by the Senate, I look forward to serving our warfighters in this new capacity as DLA director.

Again, I thank you for your commitment to service, and wish all of you the best in the future.

M.C. SKUBIC RADM, SC, USN



The Navy Supply Corps Newsletter

Our Corps has never been more relevant, respected, and in demand as we support Navy sustainment operations across the globe. With your tenacity and ingenuity, we continue our innovative pursuits and important collaboration in areas of agile and resilient logistics support. We must always be ready to serve, ready to sustain the fight, and "ready for sea."

Serving as commander, NAVSUP and 48th Chief of Supply Corps has been an honor and privilege. Working as a team, meeting with many of you across the globe, I have been so impressed by your expertise, innovation, and talents that support our Navy, the Joint force and our allies every day. Your contributions have made representing NAVSUP and the Supply Corps an extremely proud experience to share with senior Navy and DoD leadership. Your dedication to the mission is an inspiration that will continue.

Rear Admiral Stamatopoulos to Become 49th Chief of Supply Corps



Secretary of the Navy Kenneth Braithwaite and Chief of Naval Operations Adm. Mike Gilday announced the selection of Rear Adm. Peter G. Stamatopoulos, SC, USN, to be assigned as commander, NAVSUP and chief of Supply Corps.

Rear Adm. Stamatopoulos previously served as director, logistics (J4), U.S. European Command.

Previous ashore duty stations include director, supply, ordnance and logistics operations division, N41, Office of the Chief of Naval Operations (OPNAV), Washington, D.C.; director, fleet ordnance and supply and fleet supply officer, N41, U.S. Fleet Forces Command; assistant chief of staff, Logistics and Ordnance, Commander, Naval Surface Forces Pacific; commanding officer, NAVSUP Fleet Logistics Center, San Diego; chief of staff, NAVSUP Global Logistics Support, San Diego; logistics services division chief, Joint Chief of Staff, J4; head Program Objective Memorandum development section, OPNAV N80, Washington, D.C.; executive assistant to the vice commander, NAVSUP, Mechanicsburg, Pennsylvania; and supply officer, Fighter Wing U.S. Pacific Fleet and Fighter Squadron (VF) 124.

Rear Adm. Stamatopoulos' previous operational assignments include USS Chicago (SSN 721); USS Constellation (CV 64); Logistics Forces, U.S. Naval Forces Central Command (CTF 53); Expeditionary Strike Group Three embarked USS Peleliu (LHA 5); and Commander, Task Force 59, U.S. 5th Fleet. During those tours he participated in the Cold War, operations Desert Storm, Southern Watch, Determined Response, Enduring Freedom and the Non-Combatant Evacuation of American Citizens from Lebanon.

Please join me in congratulating Rear Adm. Stamatopoulos on his selection as commander, NAVSUP and chief of Supply Corps!

M.C. SKUBIC RADM, SC, USN



Vice Commander Kurt Wendelken

Why did you want to be Vice Commander of NAVSUP?

I had some really good civil service and Senior Executive Service (SES) mentors who helped develop me during my career in uniform. As I was approaching the end of my active duty service, a couple of them suggested that I should take a look at becoming an SES. To be honest, I hadn't really thought about it until the idea was raised, but their suggestion got me thinking. I applied for an SES position a few months before retirement. My experience matched the opening and I was lucky enough to be selected for the SES.

I had a similar experience with the vice commander position. My mentors encouraged me to think about applying to be the vice commander if it should ever become open. When Mr. Madden announced his retirement, I decided to apply and was lucky enough to be selected.

I loved my time in uniform in the Navy. I was absolutely delighted to be given another opportunity to continue to serve as a government civilian and feel exceptionally lucky and blessed to have been selected as the Vice Commander of NAVSUP.

What is the first thing you noticed after taking over as Vice Commander of NAVSUP?

The first thing I noticed was our people. From the N2/N6 seat, I had visibility of how my team was contributing to Navy readiness, but the scope and impact of the entire Enterprise wasn't as clear. As vice, I was really able to see how many things our team was accomplishing every day to support the Navy. Almost every day, I get to hear about something positive one of our team members has done for the Navy or the nation. This is especially true during COVID-19. Our team is really making a difference across the globe each and every day.

What is something that you want to change while you're NAVSUP's Vice Commander?

I think our future as an Enterprise depends on becoming closer to our mission partners or customers and understanding them better. Companies like Amazon have success because they seek to understand their customer. I think NAVSUP has always understood our mission partners, but I think we can understand them even better. This is a perpetual process; we should always try to understand our mission partners better, and it's what I want to focus on during my time as vice commander.

What is the status of the NAVSUP reform initiative?

Mr. Madden started the reform initiative shortly after he arrived as vice commander. It occurred at a time when Navy was recognizing that it had readiness challenges. We had some notable ship collisions that were in the media and the state of our aircraft wasn't

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An Interview with **NAVSUP Vice Commander Kurt Wendelken**

excellent. In response, all of Navy came together to improve.

NAVSUP's response to support the Navy's efforts was NAVSUP reform. It was a back-to-basics effort to allow us to really focus on our customers and make sure that we were doing things that directly supported them. It came in the form of refocusing at NAVSUP Weapon Systems Support (WSS) and made NAVSUP Headquarters realize it had to support customers more directly.

The reform initiative really focused us back to customer support. The achievement of 341 aircraft every day is a direct result of that refocusing. We disestablished NAVSUP Global Logistics Support and made all the fleet logistic centers (FLCs) direct reports to the chief of Supply Corps at headquarters. We did the same thing with Naval Ammunition Logistics Center and the Naval Petroleum Office. That put the focus back on the fleet and making a difference for them every day.

To date, NAVSUP reform has posted quite a few successes, but we are continuing to work on things. We are working with NAVSUP WSS, as well as improving the support FLCs can provide to our customers in the fleet.

Outside of the COVID-19 pandemic, what has been your biggest challenge since taking over as Vice Commander of NAVSUP?

That's a funny question. All challenges pale in comparison to COVID-19. We have had to dynamically and quickly respond to multiple changes in environments. COVID-19 has clearly been a challenge; movement restrictions have been a challenge; trying to help lead an organization that is now distributed and working from their home offices is a challenge.

The team has done tremendously well under these circumstances. I wasn't sure how the Enterprise was going to react. I wasn't sure how people would feel about not coming into the office. I wasn't sure how

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accomplishing work would be impacted; and, I wasn't sure how many people were going to get sick or if they would have to care for sick family members; or, even worse, if they would have to manage the loss of a loved one.

All of that really grabbed my focus and has continued to hold my focus. During this time, we are all working together to figure out, "How does this change things?" and "How do we take advantage of this opportunity?" because in every setback there are opportunities if you take the time to look for them.

However, what I'm hearing from the Enterprise is that the distributed working environment is mostly a positive. I know people who are caring for children and others. It has its challenges, but I know that, for the most part, everyone seems to be doing okay. I have heard from some people that they would like to continue with this form of work in some fashion after all of this is behind us.

COVID-19 has been the biggest challenge; it's made my first six months feel like four years, but it's been exciting and I have been impressed with the team and how everyone has risen to the challenge.

What changes do you see for NAVSUP and the supply community in the coming year?

As a result of NAVSUP reform and the hard work that our team has been doing, NAVSUP is recognized as Navy's leader for supply chain and I think that's going to continue.

We're going to continue to be challenged by making sure we are able to support the Navy in their response to the COVID-19 pandemic because there are going to be run-on effects. It has changed the way a lot of us think about a lot of different things. We are going to have to adapt.

I won't try to guess what the changes will be, I just know that there will be changes. Some will be positive changes and some will be negative changes or challenges that we are going to have to overcome.

At the end of the day, the Navy needs us and the Navy deserves the best support we can provide. There are changes coming, but I

think we are in a place where nobody questions the support NAVSUP provides to the Navy.

For COVID-19, how has NAVSUP responded differently than other SYSCOMs?

The SYSCOMs working together on things that were challenges for all of us is one the things that started during Mr. Madden's term as vice commander. We meet on the phone every other week, so there is a lot of idea sharing among commands.

Like NAVSUP, the other SYSCOMs are doing everything they can. It's easy for us to forget just how big some of those organizations are; some of them are two or three times the size of NAVSUP.

I think our future as an Enterprise depends on becoming closer to our mission partners or customers and understanding them better. This is a perpetual process; we should always try to understand our mission partners better, and it's what I want to focus on during my time as vice commander.

The ability to get a message out to the workforce is always a challenge, but I think all the leaders are doing everything they can to communicate with their people. They understand what's going on with their lives; and, if you're going to lead a team, you have to realize it's not all work. People are dealing with challenges; their kids aren't in school; they are worried about older family members; and a lot of us are suffering loss as part of COVID-19. If you want a team to function well, you first have to recognize that they are people.

A leader also has to understand the perspectives of different parts of their team. Those in an office environment have

challenges, but when you look at the daily numbers of who in the Enterprise is contracting COVID-19, it's the Navy Exchange associates on the front lines. In spite of this, they have been unwavering in their support to the Navy community. They deal with all different kinds of people every day. That's hard stuff and they are out there doing it.

At the FLCs, those who are able to telework are teleworking, but there are plenty of jobs in our Enterprise that can't be done remotely. Those are the people providing direct fleet support moving stuff. They are out in the field. Their leaders are doing everything they can to protect them by making sure they have the proper personal protective equipment and recognizing when to pull people off the line because there is a health challenge.

I am grateful for the entire NAVSUP workforce and all of the hard work they are doing. They have been able to successfully deal with the challenges of this environment and really excel.

We are all going to get through this together. It's challenging to deal with, but I also think we are developing some really important muscles that we may have to use in other environments where we may be challenged, where we may have to work in a distributed environment.

Some day we will be back in the office and all of this will be behind us. In the meantime, continue your hard work, continue to be vigilant, and stay safe. You make me proud to be part of this organization. Thank you for all vou do. 🌻



Robert S. Chew was born in Washington, D.C. in 1887. He began his career in the Navy in 1908 after taking the competitive Presidential exams. The exams took several days and 150 men competed for just seven vacancies that would lead to a career in the Pay Corps. Chew ranked fifth and soon reported for hands-on training aboard USS New Hampshire (BB 25) where he spent three months learning the feeding, clothing, and supplying of ships and their crews, in addition to payroll. Next, he was assigned to the gunboat USS Marietta (PG 15).

Chew had the honor of crossing the paths of some famous naval and Supply Corps officers during his career. One such acquaintance was Rear Adm. Samuel McGowan, chief of the Supply Corps in 1914, and the first officer in charge of the Navy Pay Officers School in 1905, the predecessor of the Navy Supply Corps School. Chew also saw an end of an era when Secretary of the Navy Josephus Daniels had all alcohol officially removed from ships. From 1933 to 1936, he attended the Naval War College in Newport, Rhode Island, and then reported on staff with the Chief of Naval Operations working in the war plans section for the Department of Navy. Chew served aboard USS Chester



PROMOTED AT AGE 98: ROBERT S. CHEW

(CL 1); USS Neptune (AC 8); USS Susquehanna (ID 3016); USS Arkansas (BB 33); and USS Whitney (AD 4).

From 1937 to 1940, he worked on staff for the Commandant, 10th Naval District, in Puerto Rico where he met, at that time, Capt. Raymond Spruance with whom he became close friends. On Dec. 8, 1941, when the United States entered WWII Chew retired, but was brought back to active duty that afternoon. He became the purchasing officer at Naval Station Newport, and then took over as the commanding officer of the Navy Supply Depot. His awards included: Meritorious Service Medal; American Defense Service Ribbon; American Campaign Ribbon; World War I Victory Medal; and World War II Victory Medal. He retired in 1946 in Jamestown, Rhode Island after 38 years of service. After retirement, he served two terms on the city council and as town moderator for an additional seven years.

To commemorate the 190th birthday of the Supply Corps, Chew was promoted to honorary flag officer on Feb. 23, 1985. He passed away Dec. 26, 1985.

CHIEF OF BUREAU OF PROVISIONS AND CLOTHING: WILLIAM SINCLAIR

Chief of Bureau of Provisions and Clothing: William Sinclair William Sinclair was born in Salem, Massachusetts in 1789. He began his career in the Navy in 1809 when he was appointed midshipmen, later resigning until being selected for commision at the rank of purser in 1814. Sinclair served five tours of sea duty throughout his career and multiple shore station assignments at Navy yards around the world.

Sinclair became Chief of the Bureau of Provisions and Clothing in 1849. During his time as chief, he suggested cost saving methods for warehousing goods. One example was in San Francisco where he recommended turning a sloop-of-war unfit for sea into a floating warehouse for the safekeeping of naval supplies.

A second cost saving idea was to have the bureau take charge of the production of bread and hard tack for the fleet by setting up a bakery operation in Brooklyn, New York. Since the operation was overseen by Navy personnel, the production and quality of bread and tack could be issued directly to the ships. This would save the Navy \$13,500 annually for items that spoiled en route due to the complex civilian distribution systems in place.

After his appointment with the Bureau was completed, Purser Sinclair went on leave while awaiting orders for his next assignment. On May 22, 1858 he suddenly passed away while visiting New York City after 49 years of naval service.

LT. WILLIAM F. KEELER

William F. Keeler was born in Utica, New York in 1821. Before his days in the naval service, Keeler owned several businesses in La Salle, Illinois. He began his Navy career in December 1861 when he was appointed as acting assistant paymaster and clerk. His first assignment was aboard Monitor where he was in charge of all provisions, clothing, small stores, stationary, arms, ammunition, and ships store items.

He reported during the pre-commissioning and then "shakedown cruise" before heading south to engage the confederate fleet off Newport News, Virginia. Before Monitor could reach Hampton Roads, the confederate ironclad had destroyed the frigates Cumberland and Congress and ran Minnesota aground. As the Virginia continued to attack the Minnesota, a four-hour battle ensued as the Monitor engaged the confederate ship. Exchanging fire at close range, neither ship could destroy or seriously damage the other, marking a turning point in naval warfare. The confederate forces were forced to destroy Virginia as they withdrew from the area.

In May 1862, the crew of the Monitor was visited by President Abraham Lincoln. With Keeler and President Lincoln both being citizens of Illinois, they exchanged pleasantries about home before the President toured the ship.

The Monitor supported the Peninsula Campaign supporting Gen. George McClellan's forces through August 1862. In September, the ship went into refit at Washington Navy Yard before heading back to sea. As the Monitor left the Hampton Roads area the ship ran into a storm off Cape Hatteras and fell

into distress. As the ship was being towed by Rhode Island back to port, the ship again floundered taking on too much water and sank on Dec. 31, 1862.

Keeler was reassigned to the Florida, a blockader ship, and was wounded in the back in 1864 when the ship was under shore battery fire.

After the war, he settled in Mayport, Florida, and worked as a customs collector, elections inspector, and railroad paymaster until his death in 1886.

Foreign Military Sales: Supporting the Supply

hile NAVSUP Weapon Systems Support (WSS) has provided supply support to the Navy for more than 100 years, it has also supported the international community for more than a half century.

As the International Logistics Control Office for the U.S. Navy, the NAVSUP WSS International Programs Directorate provides logistics and financial support to more than 80 countries around the world, ensuring our foreign partners are prepared and equipped to participate in coalition force actions alongside our U.S. forces.

The U.S. Security Cooperation Program and NAVSUP WSS Foreign Military Sales (FMS) operate under the authority of the Foreign Assistance Act of 1961 and the Arms Export Control Act of 1976 supporting U.S. foreign policy initiatives globally. FMS goals for readiness and collaboration are accomplished by working sideby-side with the Security Assistance Foreign Representatives (SAFRs) as part of the NAVSUP WSS team, enabling the command to deliver the best customer service tailored to individual needs and engage effectively with international partners around the world.

In the same way that NAVSUP WSS fulfills the Navy's Program Support Inventory Control Point (PSICP) role, the International Programs Directorate serves as the PSICP for international partners to increase their capacity, proficiency, and interoperability.

Fran Litle, country program manager for FMS programs at NAVSUP WSS, spoke to the important role NAVSUP WSS International Programs plays.

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Officers from several partner nations pose for a photo with NAVSUP Weapon Systems Support officials at Naval Support Activity Philadelphia. –photo by Maddie Klebe

Chain Internationally

By Tristan Pavlik OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP WEAPON SYSTEMS SUPPORT

> "Our International Programs team manages and executes program and supply support services to foreign militaries around the world," Litle explained. "As advocates for our international partners, their readiness is our top priority."

Capt. Dan Norton, director for International Programs at NAVSUP WSS, said the NAVSUP WSS FMS role is crucial in executing policy goals as well as building and sustaining interoperability that is exercised, operationalized, and put to use in crisis and operational plans.

Other vital services the NAVSUP WSS FMS team provides include the support of foreign partners' embassy personnel and in-country representatives, as well as alignment with the Naval systems commands to ensure weapon systems readiness for allies.

One of the most unique aspects of the FMS program is the presence of SAFRs, or members of a foreign country's military. They participate in short rotations to the United States, working with the entire NAVSUP WSS domestic and international team to support their country's military needs.

The SAFRs ensure clear communication between the NAVSUP WSS team and their countries and efficient use of resources. There are 37 SAFRs stationed at NAVSUP WSS, amounting to 19 offices representing countries around the world.

"My experience working with the FMS team has been very enriching," explained Maj. Antonio Elvira, the SAFR for the Ejército del Aire or the Spanish air force. "NAVSUP WSS program analysts are always ready to solve any issue my country has with my requisitions, and they do it

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thoroughly. The program analysts always provide the proper information and give advice to help us to make the right decision."

"Being at NAVSUP WSS is very important for my country because you can deal with any discrepancy face-to-face, which makes supporting our military more efficient," Elvira continued. "Because of that, the NAVSUP WSS FMS program is very effective."

The NAVSUP WSS International Programs team manages several types of cases tailored to different forms of support including: Followon Supply Support Cases; Cooperative Logistics Supply Support Arrangement (CLSSA); Direct Requisitioning Procedure (DRP); Repair; and Omnibus.

Each type of case is specifically tailored to meet the needs of the various platforms they support. For example, Initial Spares cases tailor allowance products and leverage stock and procurement for economies of scale in support of Aegis Combat System and the MH-60 Romeo. Follow-on Supply Support cases also provide tailored allowance products; they also provide access to legacy parts for platforms like the P-3 Orion. CLSSA cases provide the capability for international partners requirements to be treated the same or similar to U.S. requisitions. DRP cases allow the customers to submit requisitions for both stock number and part numbered items and Repair cases permit countries to send in broken parts for repair at the same repair locations used by the U.S. Navy fleet, and Omnibus cases combine different types of cases except CLSSA into one case.

In total, NAVSUP WSS FMS cases support more than 700 international ships and in excess of 2,400 international aircraft. This encompasses the AEGIS weapon system, fast missile craft, a few configurations of the F/A-18s Hornet platform, several growing helicopter programs, legacy platforms such as the A-4 Skyhawk and A-7 Corsair and even the newest AH-1Z Viper platform.

In summary, the International Program Team keeps NAVSUP WSS globally engaged every day, ensuring the command executes its PSICP role in keeping international partner fleets' ready for the mission. *****

Ed. Note: Sarah Bridgers, NAVSUP WSS program analyst, contributed to this story.



Programs directorate meets with representatives from the Norwegian Defense Logistics Organization, who visited to learn more about the way NAVSUP WSS does business.–photo by Maddie Klebe



Aviation mechanics conduct maintenance on an F/A-18F Superhornet on the flight deck of the U.S. Navy's forward-deployed aircraft carrier USS George Washington (CVN 73).-photo by Petty Officer 2nd Class Benjamin Kittleson

Sustaining F/A-18 through Integrated Supply Chain Management Tools

By Cmdr. Tanya Cormier

F/A-18 IWST DIRECTOR, NAVSUP WEAPON SYSTEMS SUPPORT

or the F/A-18 Hornet, Super Hornet and Growler communities and the Naval Aviation Enterprise stakeholders that support them, 2019 was defined by achieving former defense secretary James Mattis' requirement for 80% mission-capable aircraft.

The memorandum issued by Mattis read in part:

"Our department faces budget constraints and shortfalls in aviation squadrons across the force. As a result, our aviation inventory and supporting infrastructure suffer from systemic underperformance, overcapitalization and unrealized capability...We must focus on meeting our most critical priorities first. These include achieving a minimum of 80

percent mission capability rates for our FY 2019 Navy and Air Force F-35, F-22, F-16 and F-18 inventories – assets that form the backbone of our tactical air power - and reducing these platforms' operating and maintenance costs every year starting in FY 2019."

Across the Enterprise, 2019 became a year of transformation whose trajectory was charted by the Naval Sustainment System-Aviation (NSS-A) and supported by pillars charged with organizational level reforms, Fleet Readiness Center (FRC) reforms, and Navy supply reforms, leveraging best practices from commercial industry to reach readiness goals. It was also a year of results, with the F/A-18 and

EA-18G community exceeding the 80% goal, putting nearly 100 more mission-capable Super Hornets on the flight line, which the Enterprise maintains today.

From a Navy supply standpoint, this journey has been in the making for years with a 143% increase—over \$500 million in Navy Working Capital Fund Obligation Authority for F/A-18 E/F & EA-18G from FY14-19. These investments, and the collective efforts across the NAVSUP Weapon Systems Support (WSS) portfolio and Defense Logistics Agency (DLA) partners, culminated in a 25% increase in material availability, 33% decrease in backorders, and a 49% reduction in non-mission capable supply for Super Hornets and Growlers in September 2019. As of Mar. 31, 2020, Commander, Naval Air Force Atlantic, reported 341 mission-capable Super Hornets and 93 Growlers, maintaining the 80% target set by the Department of Defense in 2019. However, for Vice Adm. DeWolfe Miller, commander, Naval Air Forces, this is just the beginning.

NSS-A reform efforts institutionalized a number of processes in 2019 to sustain the long-term readiness gains for the Hornet/Growler community. Efforts include a weekly Heads-Up Display (HUD) review led by Rear Adm. Shane Gahagan, program executive officer - Tactical Aircraft Programs; an accountability and barrier removal forum for each of the pillars; a Maintenance Operations Cell and Aircraft on Ground Cell, a cross-functional team that prioritizes and optimizes parts and maintenance across the Super Hornet/ Growler communities; and the Reliability Control Board, a monthly forum focused on component reliability improvements on top F/A-18 A-F & EA-18G degraders. NAVSUP WSS has also instituted a number of reform efforts to include greater collaboration between the Integrated Weapon Support Teams (IWSTs) and contracting specialists in the form of Production Stand-Up meetings; cross-functional Readiness Acceleration Boards to identify and breakdown contracting, policy, and financial barriers; and aggressive post-award activities to hold vendors accountable to contractual delivery dates. However, these initiatives have merely built the foundation for the next stop on the journey to sustainment, Integrated Supply Chain Management (ISCM).

ISCM is by no means a new term in the commercial sector, but is a concept the naval aviation community is embracing to synthesize both the key stakeholders across the integrated supply chain and the data that defines it. NAVSUP WSS, in conjunction with a contractor is leading the way for NSS-A, by using a concept that has taken hold in large commercial supply chains known as the ISCM control tower. The control tower synthesizes data from different parts of the supply chain, both government systems and commercial suppliers, and applies a machine-learning algorithm to build forecasting models and apply targets to each area of the sustainment supply chain. Targets are then tracked weekly for intermediate-level, depot-level, and commercial supplier throughput as a part of the NSS-A HUD stakeholder call. NAVSUP, DLA, and FRC leadership alternate briefing their performance metrics, root cause issues, and strategic counter measures, if targets are not met.

For NAVSUP WSS, at the working level in the F/A-18 IWST, this means evaluating and validating these targets against traditional forecast numbers in the Navy Enterprise Resource Planning (ERP) system and current fleet demand. Employees in IWSTs know that every item has a story, and developing IT tools that can accurately tell those unique stories can be challenging. Over the next year, as NAVSUP WSS continues to develop the tool, supply planners in the F/A-18 IWST will be validating these machine-learning targets item-by-item and providing feedback that will inform the machine-learning algorithm and, essentially, make the machine smarter. In today's environment, when traditional F/A-18 demand signals are moving faster than ERP is designed to capture, the control tower targets provide the IWST with a more agile forecasting tool that can be compared and evaluated against current models, identify rapid demand increases, and zero in on potential shortfalls in a component pipeline. Kurt Wendelken, vice commander, NAVSUP, captured the ultimate intent of the ISCM control tower in a recent interview with Federal News Network: "At the end of all this, we want the fleet to have fewer backorders and we want them to perceive a smoother supply system that's supporting them when they

need things to keep their weapon systems

up," he said. "In the future, we don't want the fleet to even have to deal with the backorder in the first place. As this initiative develops, I think we'll get much better at predicting when we are going to have a need and have that material available to meet the need." 1



An F/A-18E Super Hornet conducts training at Naval Air Station Oceana, Virginia Beach. –photo by Petty Officer 3rd Class Caledon Rabbipal

Many of the initiatives under the NSS-A construct that have been piloted within the F/A-18 & EA-18G programs, and have, or will scale to expand across all aviation platforms to include the ISCM concept. The end- to-end supply chain has never been more interconnected, nor had better lines of communication than it does today. On the heels of last year's readiness victories, the Air Boss voiced both a sobering reminder and an inspiring way forward, "To be clear, there is no finish line to the effort...We don't get to choose when we are called to fight. Sustainment is the key. Continuously improving the reforms implemented by our military, civilian, and industry teams will be critical in maintaining our advantage in this age of great power competition."2

1 https://federalnewsnetwork.com/navy/2020/03/ navy-turns-to-machine-learning-to-help-spot-supplychain-gaps, Jared Serbu, Federal News Network, March 11, 2020.

² https://news.usni.org/2019/09/25/navy-surpasses-80-aircraft-readiness-goal-reaches-stretch-goal-of-341-up-fighters, Megan Eckstein, September 25, 2019.

NAVSUP Weapon Systems Support Boasts a Long History of Supporting Navy Operations

By Brian Jones

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP WEAPON SYSTEMS SUPPORT

NAVSUP Weapon Systems Support (WSS) can trace its support of Navy operations to the early 1900s in Philadelphia, to the height of World War II in Mechanicsburg, Pennsylvania, and to 2014 in Norfolk, Virginia.

Today, all sites work together to provide Navy, Marine Corps, Joint and Allied Forces program and supply support for the weapon systems that keep our warfighting forces mission ready.

On Oct. 2, 1995, the Naval Inventory Control Point (NAVICP) was established with the merging of the former Aviation Supply Office in Philadelphia and the Ships Parts Control Center (SPCC) in Mechanicsburg. The purpose of this merger was to bring together all of the Navy's Program Support Inventory Control Point functions under a single command.

The move to join the activities together as one command at two sites was the result of a need to reduce costs and infrastructure, and to standardize inventory management procedures.

NAVSUP WSS is now an interwoven, single, virtual command operating in Mechanicsburg, Norfolk, and Philadelphia. The Philadelphia site focuses on aviation and international support, while the emphasis in Mechanicsburg is on maritime support including ships, submarines and nuclear propulsion. NAVSUP WSS also operates out of Norfolk with the Transportation and Distribution department and the Price Fighters department.

Aviation support has a rich history, dating back to 1917 with the establishment of the Naval Aircraft Factory at the Philadelphia Naval Shipyard. In order to support the expanding and complex naval air system, the Aviation Supply Office (ASO) was founded on Oct. 1, 1941, with 200 civilian employees and 14 military officers at the Naval Aircraft Factory onboard the Philadelphia Naval Shipyard. In December 1942, ASO was given its own home within the Naval Aviation Supply Depot at its current location in northeast Philadelphia on the grounds of the former Keystone Brickyard. For this reason, the base was often referred to as "The Brickyard."

The Philadelphia site primarily focuses on aviation and weapon systems support. Among the aircraft supported are the F/A-18 Hornet and the V-22 Osprey, as well as various engines, common avionics and support equipment.

The history of the SPCC dates back to 1944, when the Naval Supply Depot, Mechanicsburg, was directed to form a master control for ships' parts. In July 1945, SPCC was established as the single worldwide manager for ships' parts, i.e. the mechanical components that are put together to make a ship and its engines.

The Mechanicsburg site was chosen, in part, because it was as close to Philadelphia and Washington, D.C., shipyards and major east coast transportation routes, while far enough inland to be out of range of shells from enemy battleships should they reach Washington D.C., Baltimore, or Philadelphia.

The official commissioning of SPCC took place on July 24, 1953. Submarine and reactor support moved to SPCC in the 1960s and were consolidated by 1985. Because of these and other mergers, by the 1980s, ASO and SPCC became the two remaining inventory control points providing logistics support to the Navy fleet. Support for hull, electrical, mechanical and electronic components and repair parts for ships, submarines and weapon systems are among the duties performed by the Mechanicsburg personnel.

In 1996, the Naval International Logistics Control Office, which provides logistic assistance and foreign military sales support to more than 80 countries, consolidated with NAVICP. The Price Fighters contingent was incorporated in 2004 as part of NAVSUP's transformation initiative. Price Fighters is a certified cost-and engineering-analysis program that offers a complete spectrum of support to the acquisition-business management community throughout the Department of the Navy, Department of Defense and Civilian Federal Agencies in support of total-ownership cost-reduction efforts. The two primary areas of support are should-cost analysis and consulting services provided to customers on a reimbursable basis.

NAVICP officially became NAVSUP Weapon Systems Support (WSS) in 2011 as part of a NAVSUP Enterprisewide branding initiative where each NAVSUP activity supports the Global Logistics Support Network as a node in the network vice as an individual entity.

In 2014, the Transportation and Distribution department of NAVSUP Global Logistics Support realigned to become part of NAVSUP WSS. As a result of the realignment, Transportation and Distribution



reports directly to the organization that manages the Navy's supply chain, NAVSUP WSS, as a standalone directorate located in Norfolk. Transportation and Distribution is responsible for the efficient, cost-effective, and safe movement of personnel and cargo. NAVSUP WSS' key capability lies in managing the complexities associated with the repairable supply chain, for example: source certification, depot facilitation, first-article testing, packaging, container development and availability and retrograde management.

Today, NAVSUP WSS employs a workforce of more than 2,600 military and civilians who process more than 500,000 annual demands from a \$35 billion inventory in support of Navy, Marine Corps, Joint and Allied Forces customers worldwide. In a nutshell, naval SCM is the collection of processes that results in Navy customers receiving the parts they need, when and where they need them, anywhere in the world. In other words—NAVSUP WSS links the supply chain to the warfighter. *****

The Navy Supply Corps Newsletter

Construction takes place on Building 310 in Mechanicsburg, Pennsylvania in July 1942.



Above: The inside of a machine shop in Plant Number 1, Naval Aircraft Factory, Philadelphia, Nov. 11, 1918.

Left: Officials hold a ceremony between Building 310 and 311 in Mechanicsburg in 1950.

Below: An aerial view of Naval Aircraft Factory Philadelphia, photographed from an F-5L aircraft Nov. 14, 1918.





Supply Chain Operations Research and Systems Support

By Lt. Cmdr. Tony Urech **OPERATIONS RESEARCH ANALYST,** NAVSUP WEAPON SYSTEMS SUPPORT

The Supply Chain Operations and System Support directorate provides analytical and systems analysis support to NAVSUP Weapon Systems Support (WSS) by employing IT best practices to provide logistics systems support for the Navy **Enterprise Resource Planning (ERP)** program and other legacy and interface IT systems. It delivers customer-focused solutions to empower NAVSUP WSS employees to better manage the supply chain, broker logistics data and provide decision makers sound, datasupported analysis.

The Department of Defense recognized NAVSUP WSS as the 2018 winner of its Award for Supply Chain Excellence for its Inventory at Risk Alerts software tool (IRAS). NAVSUP WSS item managers and buyers use IRAS to prioritize their workload with a focus on fleet readiness. Left to right: Christopher Maga, Holli Preston, Cynthia Smith, Sean Raiser, Russ Holland. -courtesy photo

Supply Chain Operations and System Support, also called N6, is divided into three main functions: Operations Research, Systems Support Business Office, and Information Technology.

Operations Research refines and develops logistics models to improve overall efficiencies of the Navy's single supply system and develops and publishes metrics to monitor critical processes of the command. Operations Research also performs descriptive, diagnostic and predictive analyses to assess the impact of policy changes and potential improvements to the supply chain.

The Systems Support Business Office focuses on plans, policies, systems, procedures, methods, and automated applications affecting NAVSUP WSS operations. The Systems Support Business Office also supports Navy ERP and other legacy and interface systems that support specific business areas, such as inventory management, retail, configuration, allowance, finance, and purchase, to name a few.

Information Technology ensures alignment to overarching Department of Defense, Department of Navy and NAVSUP IT policies, regulations, and guidelines for multiple IT systems across the NAVSUP Enterprise. IT also serves as the NAVSUP WSS liaison to NAVSUP HQ, NAVSUP Business Systems Center, Navy/Marine Corps Intranet, and other organizations to develop, coordinate, and implement innovative IT solutions to the NAVSUP WSS workforce.

The Supply Chain Operations and System Support directorate employs more than 100 operations research analysts and supply systems analysts. The military personnel in Operations Research all hold advanced degrees from the Naval Postgraduate School with concentration in operations research. The government civilian operations research analysts have at least 24 college credit hours of mathematics and normally hold degrees in statistics or mathematics. The supply systems analysts normally hold degrees in business and technology.

The purpose of the Supply Chain Operations and System Support directorate is to provide decision makers with insightful, informative and impactful analysis of complex, strategic and operational challenges by applying critical, creative tools and techniques as operations research analysts, data managers and functional experts. The fleet impact of the department's analysis provides the warfighter a deeper understanding and impact of the Supply Chain Environment by the below methodology:

- Descriptive Analysis to visualize what happened
- Diagnostic Analysis to understand why it happened
- Predictive Analysis to inform what will happen
- Prescriptive Analysis to gain knowledge of what to do next

The role of N6 in the Program Support Inventory Control Point is to apply the analytical rigor and functional expertise to the analysis of material support for naval operating forces. N6 is responsible for conducting and submitting the semi-annual Financial, Logistics Integration Requirements Report to NAVSUP HQ, which is then reported to Office of the Chief of Naval Operations, Office of the Secretary of Defense, and Congress. NAVSUP WSS N6 runs the Material Obligation Validation, Terminations, and Off-Cycle Due-In Obligation Reports semi-annually to ensure all requirements are valid and due-ins are covered by actual or forecasted requirements.

N6 also delivers advanced analytical and business process solutions for planning, budgeting, and executing readiness and sustainment across all weapon systems operations. N6 utilizes innovation by using new and useful insights and analysis for business operations. They apply decision science tools and techniques to turn data into information for stakeholders. A few examples of these new and innovative models and applications include:

- Wholesale Inventory Optimization Models
- Readiness Based Sparing models
- Inventory At Risk Stock Alert Tool (IRAS) and other SAS tools
- Data System Enhancements

- Business Processes Reviews to align with **ERP** Modernization
- Desk Guides establishments for ERP navigation
- Data Migration to the Cloud

The N6 directorate leverages data analytics, information technology, and these innovative models to posture the wholesale stock system so the warfighter receives the repair parts they need in a timely manner. The directorate also uses data analytics to

CENTER OF OPERATIONS RESEARCH EXCELLENCE

NAVSUP WSS N6 and NAVSUP Headquarters have partnered together to form the Center of Operations Research Excellence (CORE). The CORE mission is to align NAVSUP analytic strategy and execution in support of Enterprise strategic guidance and fleet requirements.

The CORE is co-governed by the NAVSUP assistant commander for Supply Chain Management, Policy and Performance directorate and the NAVSUP WSS vice commander. CORE governance extends over all NAVSUP Supply Chain Management analytic projects, both internally and externally resourced, to ensure Enterprisewide synchronization. The CORE is currently working on a project to improve forward allowancing business rules across the NAVSUP Enterprise and an additional project to support NAVSEA's effort to accelerate the implementation of the Navy Common Readiness Model.

THE CORE MANAGES NAVSUP ANALYTIC CAPABILITY ACROSS FOUR FUNCTIONAL AREAS: Workforce Management: Training and education

Objective: Raise the current level of education and training in the NAVSUP analytic workforce to be more competitive with other military organizations and commercial companies through access to advanced education via master's degrees and certificate programs, availability of technical training to address skillset gaps, and augmentation of the workforce with full-time-support contractors.

Technology: Analytic tools and models Objective: Ensure investment in software and models supports NAVSUP strategic goals and are in alignment with analytic requirements.

Objective: Establish clear Enterprise guidance for what constitutes analytics. Set up policies and procedures for formal documentation of work to include technical peer review. Reduce non-analytic work done by analytic organizations. Establish formal structure for tasking of analysts to ensure that ad-hoc requirements are mitigated to not crowd out long-term strategic work.

Objective: Standardize distribution process for analytic products through the NAVSUP Enterprise. Institute Enterprisewide knowledge management for analysis to reduce overlap of effort and increase the rate of learning.

compute monthly NAVSUP WSS readiness metrics and performance goals to guide senior leaders in reform efforts to constantly improve the NAVSUP WSS Enterprise.

The N6 directorate is the data analytics and IT leader of the NAVSUP WSS Enterprise and is constantly striving to leverage new data modeling techniques and innovative solutions to best posture the wholesale stock system to best support the warfighter and the evolving mission of the world's greatest Navy. 🌻

Process: Workflow and knowledge management

Communication: Product dissemination and deployment

Strategic Supplier Management

By Brian Keeley DIRECTOR OF SPECIAL PROJECTS, NAVSUP WEAPON SYSTEMS SUPPORT

stablished in January of 2019, NAVSUP's Strategic Supplier Management (SSM) program is continuing to develop new ways to support the Enterprise.

Strategic Supplier Management led the stratification of the supply chains across NAVSUP Weapon Systems Support (WSS). This effort resulted in the selection of 10 critical partners in support of the Naval Aviation Enterprise goal of 341 mission-ready F/A-18 Super Hornets, including BAE, Bell, Boeing, Collins, General Electric, Honeywell, L3-Harris, Lockheed, Northrop Grumman, and Raytheon.

NAVSUP's Executive for Strategic Initiatives Karen Fenstermacher has been engaging with these strategic partners to escalate supply chain issues, address long-term supply roadblocks, and improve delivery timelines for critical parts. Making more than 20 visits to supplier sites across the country, Fenstermacher and the SSM team developed relationships with suppliers that will prove critical to the success of NAVSUP for years come. In addition to those efforts, SSM focused on escalating critical supply chain issues from within the organization's maritime and aviation teams, expanding the scope of outreach to include other suppliers. These suppliers are engaged on a regular basis alongside platform leadership from NAVSUP WSS to ensure actions continue as planned.

Now, the SSM program is working to grow its impact on the NAVSUP business, starting with hiring dedicated strategic relationship managers. Split between the maritime and aviation business lines, these dedicated resources will help the command develop consistent and clear communications with vendors while providing a streamlined link to those supply chain partners. Through dedicated executive resources and consistent outreach on a monthly basis, NAVSUP will be able to proactively manage supply chain disruptions and set up the supply chain for long-term success.

Additionally, the SSM team is working to develop new and improved industry scorecards. Focused on providing a data-driven approach to performance evaluation and platform health across the maritime and aviation business lines, these scorecards will facilitate consistency in communication, trend monitoring, and an early-warning system for proactively resolving emerging challenges. Through continued iteration, these scorecards will be replicated across additional suppliers and will monitor the health of the supply chain by leadership.

A final focus area for the SSM team in 2020 is to strengthen partnership across the Department of Navy and Department of Defense, in particular with the system commands. SSM is linking closely with efforts at the Program Executive Office level within NAVAIR and NAVSEA. By working together with the system commands to be one voice to industry, NAVSUP can help align efforts that will drive further readiness gains across the Defense Industrial Base, particularly as sustainment grows in importance across the Navy. *****



NAVSUP representatives from the AV-8B Harrier Joint Program Office visited a BAE Systems, Inc. facility in Samlesbury, U.K., to tour the AV-8B RCS duct manufacturing line. –courtesy photo



Representatives from NAVSUP WSS participate in the Generator Converter Unit Summit at GE Aviation, Vandalia, Ohio.



Left: Rear Adm. Duke Heinz (center), NAVSUP Weapon Systems Support commander, accompanies Steven Moore (right), a Kongsberg Underwater Technology Inc. repair facility lead, to Kongsberg's repair facility in Lynnwood, Washington to perform an inventory oversight visit of NAVSUP material undergoing repair.



Keeping Eyes on the Target: NAVSUP Weapon Systems Support Transportation and Distribution

By Zachary Fittro

DEPARTMENT HEAD, TRANSPORTATION AND DISTRIBUTION OPTIMIZATION, NAVSUP WEAPON SYSTEMS SUPPORT

NAVSUP Weapon Systems Support's (WSS) Transportation and Distribution directorate (T&D) is one of two major command directorates located in Norfolk, Virginia. It is responsible for the efficient, cost-effective and safe movement of personnel and cargo. Coded under NAVSUP WSS N3, the directorate contains five departments that oversee various aspects of transportation for its customers. Charles Int

T&D Optimization is responsible for global supply chain performance, financial analysis, and developing process-improvement solutions to increase readiness to operational naval forces.

T&D Optimization conducts analysis and closely coordinates with Defense Logistics Agency (DLA) to get high-demand parts stocked at Defense Depots outside the United States. These forward-positioned parts are high-priority, high-demand items that support afloat and ashore naval activities by making them readily available. This program has been a huge success with over 14,000 parts forward positioned to support the tip of the spear.

To ensure that parts are delivered on time to worldwide ports without missing ships' movements, the optimization department analyzes and calculates what is referred to as Cargo Routing Information File (CRIF) cutoff. Pulling in various data sources and using the skills and supply/transportation knowledge of the team, T&D is able to assess the amount of time it takes parts to arrive from the United States to each major destination throughout the world.

T&D Optimization

A recently conducted analysis discovered that high-priority parts that should have been shipped via air to overseas customers were actually being shipped via ocean. Utilizing an internally developed customer wait time monitor tool, the team discovered a steady increase in ocean shipments to the U.S. Indo-Pacific Command. They learned that rules within DLA's system for routing logistics transactions were removing the required delivery dates from requisitions, making them ineligible for air shipment. The findings and recommendations were forwarded to the appropriate stakeholders and the team will continue their work toward finding optimal solutions that support the Navy.

Logistics Doctrine & Policy

The Logistics Doctrine & Policy team is responsible for developing and issuing Navy cargo and passenger transportation operating procedures. Operational and administrative policy changes are continually occurring. The Logistics Doctrine & Policy department plays a key role in keeping the fleet informed of the latest transportation changes that support the expeditious push of parts to the fleet and support the warfighter. Other important functions include oversight of

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Navy transportation bill payments, assistance with resolving customs issues, training transportation officers, and representing the Navy on Joint service transportation contracts and management boards.

Transportation Operations

The Transportation Operations team serves as the Naval Air Clearance Authority for the movement of fleet and other services' assigned cargo. The operations department is the program and functional manager for the shipping of government purchased material from vendor warehouses and the Naval lead for Defense Activity Address Code management, which is vital for knowing where to send cargo, mail and billing documents.

Transportation Operations also manages the CRIF, ensuring the accurate routing of air and ocean freight to mobile units. The Fleet Locator is the touchpoint for receiving inputs from the CTF-x3s, the three logistics combined task forces; Type Commands; fleets; and sometimes the units themselves. The Transportation Operations department is always ready to assist in any transportation related movement required to support the warfighter.

Service Wide Transportation Program

The Service Wide Transportation (SWT) Program manages SWT funding for specific transportation costs, and functions as the liaison between the transportation and financial communities. Every Department of Defense (DoD) shipment requires a transportation account to pay for it. That is where you find the SWT Department hard at work establishing, verifying, and validating Transportation Account Codes. The SWT Program serves as the Naval Transportation Account Code administrator and manages the Type Allocation Code (TAC) Helpdesk, which not only establishes TACs but also coordinates TAC transitions.

SWT managers execute funding with an annual spending plan and prepare for future requirements utilizing planning, programming, budget, and execution. This department is crucial in supporting worldwide transportation by coordinating funding requirements with Budget Submitting Offices' transportation needs.

Fleet Movement & Systems Support

Fleet Movement & Systems Support (FMSS) coordinates outsized/heavy cargo movement, Special Assignment Airlift Missions, Opportune Lift, Global Mobility Support, and is the functional manager for active Radio Frequency Identification, and Deployment Systems. When the fleet needs to move something oversized and overweight, they call the FMSS department.

FMSS is also the naval logistics integration lead for the Lifts of Opportunity Program, which is a smart and cost-effective transportation solution that scheduled

Defense Transportation System conveyances. FMSS is also the functional Navy lead for the Automated Manifest System Tactical Version, a management tool that provides in-transit visibility for locations that lack typical DoD systems access.

Although NAVSUP WSS T&D has had a number of command name changes throughout the years-Naval Transportation Support Center, Naval Operational Logistics Support Center, Global Logistics Supportthey continue to keep eyes on the target while providing transportation excellence to the fleet. 🜻

Sailors assigned to Navy Cargo Handling Battalion 1 guide a container aboard the Military Sealift Command Vessel MV Major Bernard F. Fisher (T AK 4396) at Naval Base Guam. -photo by Petty Officer 1st Class Ledget Glover III



Sailors assigned to Patrol Squadron 16 prepare to transfer cargo to a P-8A aircraft in the Philippines. --photo by Lt. Cmdr. Alan Johnson



The Phil-Mech Games

By Lt. Cmdr. Tony Urech

OPERATIONS RESEARCH ANALYST, NAVSUP WEAPON SYSTEMS SUPPORT

o tour to NAVSUP Weapon Systems Support (WSS) is complete without participation in the annual Philadelphia versus Mechanicsburg competition, commonly known as "Phil-Mech" or "Mech-Phil," depending on whom you ask. This annual competition takes place between the military personnel stationed

at Philadelphia and Mechanicsburg, Pennsylvania. The competition includes a series of events: golf, tennis, bowling, softball, basketball, ultimate frisbee, a 5k run, volleyball, soccer, corn hole, tug-o-war, and dodgeball.

The Mechanicsburg team normally encompasses military personnel from NAVSUP WSS, NAVSUP Headquarters, NAVSUP Business Systems Center, Naval Sea Logistics Center, and Defense Logistics Agency, which compensates for the larger population of military personnel located in Philadelphia. The competition rotates between sites each year and normally kicks off in the summer with the golf tournament and the remaining events taking place in the fall. Due to widespread work-from-home orders and the omission of the spring Physical Readiness Test, the 2020 games kicked off early with a 'telework challenge.' This three-week event involved a series of cumulative pushup, plank, and endurance challenges.

The games are a unique tradition and great for morale. Even when you come up short, it's a good time. When I got here in 2016, they had some real talent out east, but I think Mechanicsburg is now in a great position to really take care of business. -Lt. Erik Sippel, Mechanicsburg competitor and softball coach

The military personnel at Mechanicsburg and Philadelphia have a great working relationship with one another, but when the games roll around, those friendships go out the window and the winner-take-all attitude kicks into high gear. Therefore, it is essential to strategically assemble each team for the competition to gain the most competitive advantage possible. To accomplish this, each team is assigned a coach. The coach is not only responsible for ensuring a few practices and strategies for their team, but also for recruiting the best players. This recruitment begins early on, as new military personnel check onboard their respective commands. The recruitment of military spouses, retirees and government civilians is also

authorized within the competition guidelines and is highly recommended to maximize the talent pool.

The Philadelphia team was originally referred to as the Frankfurters and the Mechanicsburg team referred to as the Mechanicsburgers. The past trophies for each event have these unique nicknames forever ingrained on them as a reminder of the fun and comradery associated with the competition. Of course, no competition is complete without a great meal. A catered lunch of the best local gourmet marks the halfway point of the competition and the evening awards banquet never fails with a wide array of great cuisine.

The competition involves over 11 events, but only three of the events are designated Admiral's Cup events, and the winner of two out of three of these events win the overall competition. The winner of the competition each year walks away with the Admiral's Cup trophy, but there are also two individual awards handed out each year. The MVP trophy is awarded to the most valuable player or the fiercest competitor. The most notable award is given to the player who leaves a lasting impact or memory from the competition. For example, the winner of 2019's most notable award was tagged out during the softball game while attempting to slide headfirst into home plate, coming up roughly two feet short.

Personally, my fondest memory from 2019 was the tug-o-war competition. Mechanicsburg was undermanned for the competition, and the Philadelphia team had gloves, a cadence, watched a YouTube video on tug-o-war strategy, and recruited a 250-pound Marine as their anchor. I don't think Mechanicsburg moved Philadelphia one inch as they were dragged to defeat.

The competition is an event we look forward to each year. With Mechanicsburg hosting in 2020, we hope to keep the tradition alive this summer.

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* The 2020 Phil-Mech games are tentatively planned for the fall in Mechanicsburg. TBD.

Unmanned Integrated Weapon **Systems Teams**

Lt. Cmdr. Noel Koenig

DIRECTOR, UNMANNED AERIAL SYSTEMS INTEGRATED WEAPON SYSTEMS TEAM, NAVSUP WEAPON SYSTEMS SUPPORT

After years of support under the Common Avionics Integrated Weapon Systems Team (IWST), the Unmanned Aerial Systems (UAS) IWST now stands alone to lead aviation supply chain management of the Navy and Marine Corps' five largest UAS: MQ-8B Fire Scout, MQ-8C Fire Scout, RQ-21A Blackjack, MQ-4C Triton and MQ-25A Stingray.

The UAS IWST is currently responsible for over 2,000 items, executing \$692 million for spares and repair requirements and managing \$360 million in inventory for 52 active systems. These systems or platforms, comprised of air vehicles, control stations and data links, can be found everywhere from the largest surface combatants to the smallest littoral ships conducting reconnaissance, mine counter-measure, anti-submarine, or in-flight

refueling operations. They are operated, funded, and maintained differently and are spread across multiple stages of the acquisition life cycle.

NAVSUP Weapon Systems Support (WSS) established the UAS IWST to support the unique requirements of these systems. We align with Program Executive Office Unmanned Aviation and Strike Weapons, support seven of their Program Management Activities (PMA), and interface with Naval Air and Naval Sea Systems Commands. Each type model has a unique PMA while the squadrons operating these platforms mostly align by mission, MQ-8B/C and H-60, for example. As platforms reach material support date or full operational capability, the larger platforms may require additional unique IWSTs to be established.

The UAS IWST currently has dedicated two or three-person teams assigned to each platform, who work closely with stakeholders to design support for these new unique weapon systems. Comprised of some of the best in their field, the equipment specialists, logistics element managers and logistics management specialists push themselves to find new and more efficient ways to support the fleet, working closely with the system commands to leverage existing maintenance

and supply processes where these platforms do not readily fit.

The UAS team is on the forefront of naval aviation. Our supported platforms are seeing increased visibility across the NAVSUP Enterprise and are working diligently to meet the demands of the ever-changing technology that unmanned systems provide. This constant change is allowing swift application of lessons learned, shared while still relevant and by those that discovered what works best. They are witnessing a shift in interim support, as they know it; it is looking more operational and requiring us to meet warfighters' needs now. We are moving faster and more efficiently to get the right parts, to the right place, at the right time. We are sharing our best practices with our Mechanicsburg counterparts' Unmanned Maritime & Small Combatant IWST.

On the maritime side, the recently renamed Unmanned Maritime & Small Combatant IWST supports maritime unmanned platforms and systems. Over the past several months, leadership took a step back and strategically assessed the Littoral IWST to ensure the team was organized, postured and positioned to best support the fleet and hardware systems command stakeholders. A result of this strategic assessment





Lt. Cmdr. John Bercey, left, officer in charge, Task Force Copperhead Tactical Unmanned Aerial Vehicle Detachment, and Cmdr. Timothy Wood, theater chief, Task Force Copperhead, inspect an MQ-5B Hunter at Kandahar Airfield, Afghanistan. -photo by Lt. Kristine Volk



The Navy Supply Corps Newsletter

was a decision to rename the IWST to better align to our main recipient of program support inventory control point (PSICP): Program Executive Office Unmanned and Small Combatants. Another result of this strategic assessment was to reorganize supply planners and program managers by platforms to better support littoral combat ships, mine countermeasures ships, patrol ships and frigates. This two-phase approach to rebranding the IWST and a shift in organizational alignment best positions the IWST to support the growth in unmanned systems and the new Navy frigate.

The Unmanned Maritime & Small Combatant IWST is responsible for inventory management and PSICP support for all unmanned platforms and systems in the Program Executive Office Unmanned and Small Combatants (PEO USC) portfolio. The IWST manages 4,300 stock numbers across 43 ship platforms to include littoral combat ship mission modules.

In February, Lt. Adam Pace, director of the Unmanned Maritime and Small Combatant IWST, briefed Chief of the U.S. Navy Supply Corps Rear Adm. Michelle Skubic on the current support structure at NAVSUP WSS for Unmanned Underwater and Surface Vehicles. Pace further explained that NAVSUP WSS will continue to work closely with PEO USC to ensure NAVSUP WSS is operationally aligned and ready to support an increase in this domain. This includes engaging early in the acquisition process, prior to material support date to ensure sound decisions are being made that influence sustainment for the lifecycle of the system. 🌻

Petty Officer 1st Class Bryson Nuniez assigned to Coastal Riverine Squadron 3 prepares an unmanned aerial vehicle for launch aboard a MKVI patrol boat in the Pacific Ocean. -photo by Chief Petty Officer Nelson Doromal

NAVSUP Weapon Systems Support Signs \$2.3 billion H-60 Seahawk Performance **Based Logistics Renewal**

By Tristan Pavlik

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP WEAPON SYSTEMS SUPPORT

NAVSUP Weapon Systems Support (WSS) renewed a \$2.3 billion H-60 Seahawk Performance Based Logistics (PBL) contract with Lockheed Martin Rotary and Mission System (LMRMS) located in Owego, New York, Feb. 1.

The H-60 Seahawk PBL renewal is NAVSUP WSS' fourth PBL contract with LMRMS since 2004, and runs from Feb. 2020 to Jan. 2027 (a five-year period of performance and an option to extend for two years). This contract will continue to provide value to the fleet and demonstrate the benefits of long-term contractual arrangements, allowing the government to roll out best practices into follow-on contracts.

This PBL contract, based on Federal Acquisition Regulation Part 15 (Contracting by Negotiation), provides supply support for the MH-60R/S helicopter platform. It will cover almost a thousand individual items comprised of weapon replaceable assemblies and shop replaceable assemblies and includes the main rotor blade, main gearbox and the

The Seahawk PBL is organically sourced with three Fleet Readiness Centers: Southeast, East and Southwest, along with Naval Undersea Warfare Center Division Keyport and Tobyhanna Army Depot.

The renewal will continue to include demand bands, which are a pricing adjustment mechanism used to mitigate the risk associated with demand fluctuation in a long-term, firmfixed price contract.

According to Stephen Van Note, NAVSUP WSS contracting officer, "The demand band structure is used to incentivize the contractor to implement product and process improvements to increase time-on-wing and reliability, reduce failures, and improve supply chain processes."

The objective of the PBL contract is to increase reliability and availability of H-60 components, as well as the potential to improve IWST was awarded the 2019 Secretary of Mean Time Between Depot Demand (MTBDD). By decreasing the MTBDD, parts will be available sooner and reduce the number of backorders to the fleet.

Contracting officer Tara Hartung explains that this contract is integral to the NAVSUP WSS mission of keeping the H-60 platform performing at optimal levels as well as improving material availability for fleet readiness.

"This innovative \$2.3 billion contract will ensure the H-60 platform is always mission ready," said Hartung.

Keeping in line with Assistant Secretary of the Navy Geurts' initiatives to be more agile and innovative in our contracting approach and the Naval Aviation Enterprise's push to improve fleet readiness, the Seahawk PBL continues to set the standard for exceptional support to the H-60 fleet, which includes U.S. Navy, nine Foreign Military Sales partners and the U.S. Coast Guard.

In addition, the NAVSUP WSS H-60 Defense PBL award for innovative sustainment solutions that yield improved lethality. This award was presented at Joint Base Andrews, Maryland in Apr. 2020. *****



Petty Officer 3rd Class Rhiannon Miller installs cabin soundproofing on an MH-60S Seahawk on the flight deck of the Freedom-class littoral combat ship USS Little Rock (LCS 9). - photo by Petty Officer 3rd Class Marianne Guemo 500

New Operating Model Transforming NAVSUP WSS's **Business Practices**

By Jenae Jackson OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP WEAPON SYSTEMS SUPPORT

In an effort to increase readiness, NAVSUP Weapon Systems Support (WSS) aligned and modernized core business practices and introduced a new Operating Model (Op Model) to evolve how the command provides program and supply support to the fleet.

Three Integrated Weapon System Teams (IWSTs) piloted the initial Op Model concept in early 2019, and in April that same year, it was established across all aviation and maritime platforms. The pilot initially involved physically co-locating IWSTs with contracting divisions. This allowed for better balancing of competing priorities and enabled cross-functional collaboration between those divisions, breaking down process barriers.

"We are making sure that we are in alignment with the Naval Sustainment System-Aviation initiative to work more efficiently, and we have done some internal process improvements to ensure we are mission ready," said Rear Adm. Duke Heinz, commander, NAVSUP WSS. "Our new Op Model is enabling us to be more proactive, collaborative, accountable and action-focused."

Tactically, the Op Model concept expanded to provide NAVSUP WSS with a new, more structured cadence of engagements and a variety of innovative digital tools to complement these sessions. Comprised of three parts, the Op Model includes Production Standups (PSs), Readiness Acceleration Boards (RABs) and Readiness Focused Stand-downs (RFSs).

Product Standups are daily, action-oriented meetings held with working level subject matter experts from an IWST contracting team and Defense Logistics Agency (DLA). The teams use a "PS Tracker" tool that combines various data sources to provide visibility and updated information on priority unfilled customer orders (UCOs) and purchase requests, enabling a more productive discussion of high priority parts and contracting status. PS meetings are a critical part of the Op Model since they drive action to the RAB and RFS.

The RAB serves as an escalation path for issues that cannot be resolved in a PS. It is a forum for NAVSUP WSS and DLA senior leadership to address the hard issues and overall IWST health using the "RAB Dashboard" tool, which combines key performance metrics and action items. The combination of the PSs and RABs leads to enhanced basic business performance by highlighting and solving some of the oldest and most complex issues.

"Our goal is to increase transparency and velocity in decision making, and have solution-focused communication at all levels," said Capt. Mike York, director of aviation operations, NAVSUP WSS. "Having leadership involved and engaged in the RABs has empowered our inventory managers and contracting specialists to become more innovative in their decision making and think outside the box."

In addition to PSs and RABs, IWSTs run reoccurring "health checks" through RFSs, where stakeholders form a "tiger team" to brainstorm and solve specific issues affecting readiness.

Teams have tackled many important issues during recent RFSs to include reducing ghost casualty reports (CASREPs), identifying past due vendors and reallocating retail stock. By "standing down" and getting all of the experts in the same room, reoccurring issues are resolved much quicker. Data analysts are also heavily involved in RFSs to ensure solutions are actionable and sustainable.

To date, the Op Model has proven to be an effective new business practice. NAVSUP WSS has realized several improvements in readiness metrics to include reductions in high priority backorders, CASREPS, UCOs and contract administrative lead-time, as well as an increase in mission capable aircraft. *****



Aviation operation data analysts John Jordan and Alicia Hughes review metrics on the Readiness Acceleration Board (RAB) Dashboard in preparation of the F/A-18 RAB with senior leadership from NAVSUP WSS and DLA, Jan. 22, 2020. –photo by Jenae Jackson

Industrial Support: Aviation

By Lt. Cmdr. Grant Miller

INDUSTRIAL SUPPORT, NAVSUP WEAPON SYSTEMS SUPPORT

AVSUP Weapon Systems Support's (WSS) Industrial Support department plays an indispensable role in supporting NAVSUP WSS and the Naval Aviation Enterprise.

Industrial Support consists of four divisions: Organic and Interservice Repair Division, Repairables Program Support Division, Repairables Distribution Division, and the Aerospace Maintenance and Regeneration Group Detachment.

The four division supervisors lead more than 60 team members and are responsible for many essential naval aviation supply chain functions. Just a small sample includes funding organic depot-level repairs at Fleet Readiness Centers (FRC), managing Technical Assistance for Repairables Processing support out at sea, administering eRetrograde Management System, tracking physical transportation of depot-level repairables, managing the Advanced Traceability and Control system, and supporting procurement contracts.

Sarai Almanzar leads Industrial Support's Organic and Interservice Repair Division. This division manages NAVSUP WSS components repaired at FRCs and other Department of Defense (DoD) service repair facilities. The three major Navy FRC depots are located in Cherry Point, North Carolina; Jacksonville, Florida; and San Diego. Each site has a co-located Defense Logistics Agency (DLA) Distribution Center, which provides consumable piece parts needed for component repair and holds carcasses until they are ready for FRC induction.

In fiscal year 2019, the Organic Repair Division obligated in excess of \$650 million for repairs at the FRCs, and the FRCs repaired 28,000 components for all aircraft types deployed on nuclear-propelled aircraft carriers, including more than 9,000 F/A-18 Hornet components. After the FRCs complete their repairs, those essential components are now 'A condition' and ready to fill supply officers' shelves and fulfill fleet requirements.

NAVSUP WSS' Expedite Cell is a key supporting group in the Organic and Interservice Repair Division and is led by Craig Pulver. The Expedite Cell's missions are to locate and obtain needed consumable and repairable items to satisfy material requirements for organic component repair and to push delivery of those items to FRC sites. In February 2020, Pulver and his team recalled material from DLA Disposition Services valued at more than \$1 million for use by the Navy bringing the total value of recalls since September 2016 to more than \$107 million. The FRCs were able to use this material, which would have otherwise been disposed of, for organic repair and production.

Katrina Moore-King leads Industrial Support's Repairables Program Support division. She and her team are responsible for many different support roles such as creating and managing DoD activity address codes and routing identifier codes; managing organic and commercial master repairable item lists; overseeing commercial repair contract management; managing government-furnished equipment and military interdepartmental purchase requests; and processing government- and contractor-furnished materiel requests.

The Repairables Program Support management of contractor- and government-furnished materiel for NAVSUP WSS ensures our industry partners have the equipment they need to meet the Navy's requirements by providing our partners program-specific equipment and materiel. In fiscal year 2019, NAVSUP WSS managed more than \$210 million of contractor- and government-furnished materiel; the majority of NAVSUP WSS' government-furnished materiel supports the F/A-18 program.

Repairables Program Support also manages the Organic and Commercial Master Repairable Item List (MRIL). The MRIL database directs automated routing of all depot-level repairables and helps ensure retrograde 'F-condition' assets arrive where they are needed for repair



and routes material to and from industry partners. The MRIL is a major part of NAVSUP WSS' basic business operations and consists of more than 220,000 item-to-location relationships.

Nancy Powers leads Industrial Support's Repairables Distribution Division. She and her team are responsible for all physical transportation of NAVSUP WSS' depot-level repairable material. In addition to transportation, Repairables Distribution Division works closely with other NAVSUP WSS departments on suspended stock, stock in transit, and transportation account codes.

One of Repairables Distribution Division's most visible roles is managing the Technical Assistance for Repairables Processing (TARP) program. The goals of the TARP program are to manage depot-level repair costs, reduce retrograde lead times, and increase inventory accuracy. There are 34 TARP representatives supporting NAVSUP. Five TARP reps are supporting the fleet while deployed on ships, and five are deployed at mobile nodes in Australia, Philippines, United Arab Emirates, Djibouti and Kuwait. In fiscal year 2019, TARP reps processed more than 17,000 depot-level repairs worth in excess of \$1 billion for both maritime and aviation customers. Those deployed in support of Naval Aviation know how essential the TARP team is to supply department operations and to mission success.

Aerospace Maintenance and Regeneration Group detachment (AMARG) at Davis-Monthan Air Force Base in Tucson, Arizona, commonly referred to as 'the boneyard.' The Navy stores stricken aircraft at AMARG, and Dunlap and his team are able to harvest usable components from the stricken aircraft to support current Naval Aviation requirements. Industrial Support's AMARG detachment supported more than 900 NAVSUP WSS aviation requirements in fiscal year 2019 by using material from

NAVSUP Industrial Support touches almost every part of NAVSUP WSS and is a vital component of the Naval Aviation Enterprise. The Industrial Support team of dedicated professionals contains subject matter experts in fields as diverse as funds execution, contracting, transportation, and supply chain management and works closely with industry and other service partners across the country and around the world.

Above left: Donovan Guthrie, right, a pneudraulics system mechanic at Fleet Readiness Center East, and Jason Hollister, a pneudraulics system mechanic apprentice, check an F-18 cabin safety valve against the technical instruction to ensure it's ready for issue. -photo by John Olmstead

shipyards." moving forward.

logisticians.





Professional welder Anna-Joy Avery checks inventory at Puget Sound Naval Shipyard and Intermediate Maintenance Facility. –photo by Kevin Tosh

Industrial **Support:** Maritime

By Lt. Nicolas Garcia **BUSINESS ENTERPRISE MANAGEMENT**

INTERN AND WEAPON SYSTEMS OFFICER, NAVSUP WEAPON SYSTEMS SUPPORT

As a result of the 2005 Base Realignment and Closure Commission report, Congress recommended consolidating all collocated Defense Logistics Agency (DLA) and naval service supply, storage and distribution functions under the DLA. This consolidation effort included elements of each public naval shipyard and the supporting fleet industrial support center. Notably, a key element of consolidation included the disestablishment of each public naval shipyard's Navy supply department, referred to as Code 500.

In the years that followed, materiel support of shipyard availabilities emerged as a growing challenge, in part because of the lack of a Navy

supply department to identify and prioritize requirements. To address this challenge, Naval Sea Systems Command (NAVSEA), NAVSUP, and DLA signed a memorandum of agreement in August 2018 to refocus materiel support at the public naval shipyards.

The memorandum called for NAVSEA to re-establish Navy supply departments or Code 500s within each shipyard to oversee all materiel functions and improve supply support. In April 2019, NAVSEA officially established the Code 500s, directed the transfer of materiel process ownership to the Code 500s, and provided guidance on the organizational structure and size. Each Code 500 was to be led by a Navy Supply Corps captain and included a team of military and civilian

Concurrent with the establishment of the Code 500s, NAVSUP Weapon Systems Support (WSS) bolstered its support of the maritime industrial enterprise by establishing four teams aligned to the four public naval shipyards, with a civilian supervisor and military deputy to provide oversight. Each team established direct lines of communication with its corresponding Code 500, providing a single point of entry into NAVSUP WSS. In turn, the NAVSUP WSS team coordinated with program managers, planners and contracting officers on behalf of the Code 500 to address wholesale materiel requirements. Additionally, each NAVSUP WSS team became an active participant in a variety of coordination meetings to communicate across the NAVSEA, NAVSUP, and DLA enterprises materiel readiness in support of each public shipyard depot level availability. Similarly, NAVSEA established a new department, SEA 04S, led by a Supply Corps captain. SEA 04S focused on aligning policy and procedures across the four Code 500s, as well as their interaction with the broader supply and maintenance communities. SEA 04S established multiple forums, including the Materiel Community of Practice, to align stakeholders and ultimately drive toward the Chief of Naval Operations' call to complete all availabilities on time. Key processes, such as shipyard cannibalizations, depot-level repairable carcass management, rotatable pool management, and shipyard repair of repairables are being reviewed and refined every day. Capt. Mark Rice, NAVSUP WSS director of submarine and aircraft carrier operations said, "As a community, we have a lot of work to do. The key is that we now have the structure in place to get after the process improvements necessary to provide better supply support to the naval

Despite the many challenges facing the four public shipyards, re-establishment of the Code 500s and supporting organizations has the community well-postured to ensure materiel readiness

BLUEPRINT FOR SUPPLY CHAIN EXCELLENCE FY 2018-2022

Supporting the Full Range of Military Operations

STRATEGIC PRIORITIES

MISSION

What is our purpose?

NAVSUP Weapon Systems Support provides Navy, Marine Corps, Joint/Allied Forces, program and supply support for the weapon systems that keep our Naval forces mission ready.

KEY PERFORMANCE INDICATORS

How will we measure success?

Decrease Unfilled Customer Orders Increase Fill Rate Increase Inventory Accuracy Increase Contracts with On-Time Delivery Increase Forecasting Accuracy Decrease Customer Wait Time



Goal

Focus on sustaining positive relationships with our customers through transparency, open communication and knowledge sharing to meet their current and future requirements.

Objectives

1.1. Customer Relationships: Continue to assess fleet and international customer requirements and values to improve customer relations through an understanding of our mutual dependencies.

1.2. SYSCOM Partnerships: Strengthen our partnerships with the SYSCOMs through the development of collaboration strategies.
1.3. Industry Partnerships: Partner with suppliers and improve engagement to encourage

strategic relationships. **1.4. Engineering Authority:** Support our

relationships with external engineering activities by obtaining and maximizing engineering authority to improve quality assurance and increase technical data accuracy and availability.



Goal

Constantly strive to equip a diverse workforce with the knowledge and tools required to perform at full capacity to mission readiness built on a foundation of ethical behavior.

Objectives

2.1. Knowledge Gap: Integrate a knowledge share program to enable documentation of expertise in critical business focus areas.

2.2. Modernize for Changing Workforce: Refine available toolset to increase the effectiveness and accountability of a flexible workforce.

2.3. Collaboration and Physical Workspace: Provide a modern work environment that enables performance and collaboration for an evolving workforce.

2.4. Training and Development: Develop personal and professional training programs that encourage information sharing, open communication and participative management.

2.5. Hiring, Performance and Retention: Refine existing hiring procedures and performance evaluation processes in balance with quality of life considerations to place and maintain the right people in the appropriate positions.

PROCESS Advance Logistic Capabilities

Goal

Evolve our business to effectively support our customers and maximize our capacity while maintaining inventory accuracy.

Objectives

3.1. Speed to Delivery: Revise acquisition processes to increase the speed of inventory delivery and oversight capability.
3.2. Forecasting Capability: Improve our forecasting capability by identifying accurate requirements to strengthen fleet readiness.
3.3. Forward Positioning: Refine our dynamic material positioning and analyze transportation lines to optimize distribution time to forward-deployed locations.

3.4. Metric Review: Refine and unify common performance metrics across all work functions and weapon systems to better support our customers.
3.5. Process Transparency: Standardize process documentation and dissemination procedures across the command.



FINANCE Utilize Financial Resources

Goal

Effectively leverage our financial resources to meet mission readiness requirements.

Objectives

4.1. FIAR Compliant: Refine existing financial processes to ensure continued Financial Improvement and Audit Readiness (FIAR) compliance.
4.2. Pre-MSD Involvement: Improve visibility of budgetary requirements that are impacted by planning decisions prior to sustainment.
4.3. Budget Process Redesign: Redesign budget submission to capture full requirement vice a budget constrained by sales projections.

STRATEGIC ENABLERS



Goal

Establish an ownable and repeatable narrative that increases understanding, support, advocacy and the value of our critical mission and workforce amongst internal and external audiences.

Objectives

5.1. Communication Technology: Expand the communication tools that are readily available to the workforce to encourage collaboration and information sharing.
5.2. Internal Communication: Develop communication methods to improve the consistency of communication from top down and bottom up.

5.3. External Communication: Develop strategic engagement strategies to educate our external partners about our organizational objectives and how our business operates.



Advance technological capabilities to achieve a digital advantage and to provide the workforce the tools required to achieve mission readiness.

6.1. Leverage Systems: Evaluate of invest in innovative IT solutions that streamline our business.
6.2. Data Integrity: Evaluate existing integrity and functional consistency.
6.3. Paperless Environment: Explored working environment.



VISION

Where are we going?

We will centrally manage an optimized supply chain for all naval weapon systems with one purpose -- warfighter readiness. We will leverage emerging technologies, data sources and our people in innovative ways to inspire and create constant evolutions in sustainability.

CULTURE

What are our key guiding principles?

Ethical Unified Competitive Urgent Driven to Theoretical Limit

COMPETITIVE ADVANTAGES

What do we do best?

One Mission – One Command Global Program and Supply Support Logistics Intelligence Customer Satisfaction

INFORMATION TECHNOLOGY Leverage Innovation

Goal

Objectives

6.1. Leverage Systems: Evaluate our command's utilization of existing systems and invest in innovative IT solutions that will advance supply chain digital initiatives and streamline our business

6.2. Data Integrity: Evaluate existing systems to identify focus areas to enhance data integrity and functional consistency.

6.3. Paperless Environment: Exploit technology innovations to encourage a paperless

A Blueprint for Change: Cultural and Strategic Evolution of Supply Chain Excellence

By Sarah Glinski and Brian Mackalonis

CONTINUOUS PERFORMANCE IMPROVEMENT, NAVSUP WEAPON SYSTEMS SUPPORT

> hanging organizational culture can be challenging. It's notoriously one of the most difficult actions any organization undertakes. But if it's done right, and done successfully, an organization can recruit and retain the best talent, provide better customer service and more easily adapt to change.

That's what drove NAVSUP Weapon Systems Support (WSS) to develop and implement its Blueprint for Supply Chain Excellence, nested under Navy and NAVSUP strategies. In 2017, senior leadership recognized a need for a holistic plan to guide NAVSUP WSS efforts in a way that addressed the distinctive functionalities of the Navy's Program Support Inventory Control Point and its workforce.

The Blueprint united the NAVSUP WSS team under shared goals and objectives toward which every evolution of command business would work. It shifted the organization both strategically and culturally, acting not just as a roadmap for business practices but also as an ethical and values-oriented compass.

Recognizing the creation of such a plan would be a heavy lift, Lynn Kohl, NAVSUP WSS vice commander, tasked the Office of Continuous Performance Improvement with plotting the command's five-year strategic direction.

The new office hit the ground running, ensuring that the plan resonated with every employee by forming focus groups across all levels of the command.

"The focus groups painted a picture of who we were at the time and who we wanted to be as a command," explained Kohl. "As we formed the Blueprint, it was very important that we involved working- level employees and senior leadership alike, because it isn't my or the admiral's Blueprint - it's the workforce's Blueprint."

Junior and senior military, working-level employees, middle management, directors and deputy directors all had a say in the development and direction of the Blueprint as it came to life. Focus group input fed the plan directly, with employees' thoughts and words morphing into the goals and objectives included in the Blueprint.

In keeping with historic command focus, people, customers and processes remain on the Blueprint as Strategic Priorities, along with three new strategic enablers: finance, communication and information technology. These strategic enablers support the workforce as they strive to accomplish goals related to the three strategic priorities.

Since the one-page document was released to the workforce, more than 45 process improvement efforts have been initiated, all of which are in alignment with Blueprint goals and objectives.

Many of those initiatives have already resulted in impactful and positive business evolutions, including progress toward a paperless and green work environment, increased aviation component engineering authority, expanded industrial support capabilities, improved business relationships with systems commands and commercial partners, and more.

Employees continue to work toward elevating the command to succeed in a new era of naval sustainment. With common goals developed by NAVSUP WSS employees themselves, a positive cultural shift is well under way, driven and underscored by one thing: the workforce's Blueprint for Supply Chain Excellence.

Central PA Navy Command Changes Leadership

Office of Corporate Communications, NAVSUP Weapon Systems Support

Rear Adm. R. Duke Heinz, commander, NAVSUP Weapon Systems Support (WSS), headquartered in Northeast Philadelphia, was relieved by Rear Adm. Joseph D. Noble Jr. Heinz assumed command of NAVSUP WSS Aug. 15, 2016, after serving as Strategy and Readiness Division chief for the Joint Chiefs of Staff J4. Heinz's next assignment is at United States European Command.

Heinz earned a Bachelor of Business Administration in International Business from James Madison University and received his commission in 1989 through Officer Candidate School. He holds a Master of Science in Business Administration from Embry-Riddle Aeronautical University and a Master of Science in National Resource Strategy from the Eisenhower School, National Defense University. He is also a graduate of the University of North Carolina's Executive Development Institute.

Heinz's operational assignments include tours on USS Bergall (SSN 667), USS Enterprise (CVN 65) and USS Nimitz (CVN 68). During those tours he participated in Operation Desert Fox, Iraqi Freedom and Enduring Freedom.

As commander, he led an organization of more than 2,500 personnel across three sites that provide program and supply support for naval aircraft, ships and submarines worldwide including more than \$35 billion and over 500,000 annual demands.

Heinz is entitled to wear the Defense Superior Service Medal, Legion of Merit, Meritorious Service Medal, along with various other personal, unit and service awards. He is also a qualified Naval Aviation Supply officer, Submarine Warfare Supply Corps officer and member of the Defense Acquisition Professional Community.

Rear Adm. Noble comes to NAVSUP WSS from his position as the Special Assistant for Audit Readiness Office of the Assistant Secretary of the Navy (Financial Management and Comptroller). 🜻

The Navy Supply Corps Newsletter

Below: Rear Adm. Heinz and Rear Adm. Noble are joined by family members in the NAVSUP WSS conference room. Philadelphia. as Rear Adm. Michelle C. Skubic speaks during the ceremony.





The Arleigh Burk<mark>e-class</mark> g

live-fire exercise. -photo by

3rd Class Sean Lynch)

Mass Communication Specialist

(DDG 59) wh

r USS Rus

conducting a



Rear Adm. Joseph D. Noble Jr.



Rear Adm. R. Duke Heinz

NAUSUP. REFORM

U.S. Navy Strengthens Supply Chain During COVID-19 Pandemic

By Lynn Kohl VICE COMMANDER, NAVSUP WEAPON SYSTEMS SUPPORT

OVID-19 is affecting operations and supply chains around the world. For the Navy and Marine Corps, the virus presents a critical and unknown risk to readiness. Since the beginning of this crisis, NAVSUP has been proactively working with the commercial supply base to assess and mitigate risks to ensure uninterrupted service and parts flow to the fleet.

NAVSUP's response has been strengthened by ongoing enterprise wide reform efforts. Over the past two years, NAVSUP has reviewed and modified the processes used to manage the supply base in order to drive greater efficiency and insight. As part of that effort, the command has rolled out powerful analytical tools across the organization.

For instance, NAVSUP has deployed the recently piloted Control Tower to gauge the impact that supply chain disruptions could have on operations. The Control Tower aggregates data sources from across the naval enterprise to present an end-to-end view of inventory levels and supply health of spare and repair parts. Through this aggregated view, the NAVSUP team easily determined high-priority parts and works with both organic and commercial partners to escalate and resolve performance and delivery barriers. NAVSUP uses the data to work together with fleet, program executive offices and

systems commands to elevate issues that occur within the sustainment life cycle of the Navy's platforms and systems. Going forward, NAVSUP plans to apply machine learning and artificial intelligence to strengthen scenario-planning capabilities.

NAVSUP also quickly sprang into action to shore up its commercial supply base. As soon as President Donald Trump declared a national emergency on Friday, March 13, NAVSUP stood up a cross-functional war room focused on evaluating and addressing vulnerabilities across the spare and repair parts supply chain. Given teleworking mandates, the war room was designed from inception as a virtual team. In addition to representatives from the weapons systems support teams across NAVSUP, the virtual war room includes Defense Contract Management Agency and Defense Logistics Agency representatives to drive cross-functional problem solving and decision making.

As a foundation of the war room effort, NAVSUP's strategic supplier management team launched a weekly survey to the entire

commercial supply base to understand and identify emerging risks and challenges starting on Monday, March 16.

During the first week of surveys, NAVSUP heard from multiple suppliers confused about the patchwork of local and state regulations and how they would impact operations. When the Department of Defense (DoD) issued guidance on Friday, March 20, NAVSUP rapidly communicated updates to their entire supply base. NAVSUP's strategic supplier management team has been in constant correspondence with suppliers since the national emergency declaration.

In accordance with the DoD's guidance that the defense industrial base is a critical infrastructure sector, NAVSUP will continue to work with suppliers towards an expectation of no

disruptions. As COVID-19 continues to impact business operations, high-risk sites will be flagged and action plans will be quickly put in place.

According to Karen Fenstermacher, the executive for strategic initiatives at NAVSUP, "We knew the challenges our supply base would be facing were going to be varied. Since launching the survey last week, my team has been contacted by hundreds of suppliers and is in active discussions with suppliers across the United States and around the world to ensure minimal service disruptions."

With deployments of the hospital ships USNS Mercy (T AH 19) and USNS Comfort (T AH 20), the Navy

will be on the front lines helping the United States combat the COVID-19 pandemic. NAVSUP is working around the clock to ensure frontline personnel are fully supported and readiness levels can be maintained across the Navy and Marine Corps.

We are all in this battle together. NAVSUP encourages any suppliers experiencing operational challenges and hardships to flag them in the weekly survey and to continue to proactively engage with NAVSUP.

For questions regarding this article or the Naval Supply Systems Command, email: NAVSUPHQQuestions@navy.mil. 🌞

Above: Lynn Kohl, vice commander, NAVSUP Weapon Systems Support, fields questions about the command's reform efforts and forecasting initiatives at the 22nd Annual NDIA Conference in Tampa, Florida. --photo by Sarah Glinski

Reversing **Roles during** Unconventional **Times: U.S. Navv Ships Support Military Sealift** Command

By Lt j.g. Kristen Devereaux, **CTF-63**

or the first time in Military Sealift Command (MSC) and 6th Fleet history, MSC's supply- class fast combat support ship USNS Supply (T AOE 6), which typically provides support to U.S. Navy and allied ships through rapid refueling and replenishmentat-sea (RAS), was resupplied by U.S. Navy ships, May 1.

With guidance from Logistics Specialists at Task Force 63, Arleigh Burke-class guidedmissile destroyers USS Porter (DDG 78), USS Roosevelt (DDG 80) and USS Donald Cook (DDG 75) delivered fruits and vegetables, foul-weather gear, mail and milk to supply during multiple RASs in the Mediterranean and North Seas.

"In my 30 years in the Navy, I have never seen a DDG deliver fresh milk to a combat logistics force ship," said CTF-63 Logistics Director Cmdr. Romeo Bautista. "The current challenges and restrictions brought by the COVID-19 global pandemic are providing ample opportunities for logisticians and warfighters to think outside of the box to ensure uninterrupted logistics support in the 6th Fleet area of responsibility (AOR)."

Operating during the COVID-19 environment has presented unique challenges to resupplying ships. Supply was faced with multiple, sudden schedule changes, which caused missed and canceled opportunities to fully replenish while in port.

"It was definitely an interesting situation being on the other end of the wire," said USNS Supply Second Officer Tegan Church. "The crew of Supply is extremely grateful for what the DDGs and logistics teams were able to accomplish for us. Not only was the fresh food and foul weather gear greatly appreciated, but the mail was a definite morale booster for the crew."







The Duke-class frigate HMS Kent

"Even though our job is to support them," continues Church, "it gives me a warm-fuzzy knowing that they are here to supply us, too."

Although the fleet has become accustomed to support from MSC, this provided an opportunity for the fleet to demonstrate its flexibility and how they can work together regardless of class or mission type.

MSC and U.S. Naval Forces worked together to develop the approach to provide support to Supply while at sea. Several methods were explored and the approach of using the DDGs was selected.

"Looking at the schedule, I knew we needed to be creative," said CTF-63 Logistics Specialist 2nd Class Emily Bongolan. "Supply had been doing everything it could and due to the current environment were unable to receive everything they needed. I wanted to make sure Supply was a priority; we worked hard for Supply like we would with any of our ships."

The resupply happened through coordinated teamwork among logistics teams at CTF-63, Supply and the DDGs. Donald Cook picked up milk and had extra fruits and vegetables aboard; Porter picked up mail; and Roosevelt picked up foul-weather gear. Goods were delivered to Supply by a connected replenishment and helicopter in a vertical replenishment.

Vastly smaller in size, DDGs are not typically equipped to provide supplies to other ships, so storage space was created to hold the provisions for Supply.

"This truly shows the flexibility of Military Sealift Command and Task Force 63," said Commodore, Military Sealift Command Europe and Africa and Commander, Task Force 63 Capt. Frank Okata. "We are able to think through problems and come up with outstanding solutions. I am proud to be working with a talented group of Sailors and civilians who are able to come up with unique results like this."

MSC, which operates approximately 125 naval auxiliary civilian-crewed ships, replenishes U.S. Navy ships, strategically prepositions combat cargo at sea ,and moves military cargo and supplies used by deployed U.S. forces and coalition partners around the world. 🗯



Naval Base Coronado Sailor of the Year **Meritoriously Advanced to Culinary Specialist First Class**

By CSC (SW) Marife Aborde

Culinary Specialist 2nd Class (Aviation Warfare) Edwardo Cuevas was meritoriously advanced to Culinary Specialist 1st Class. Cuevas was pinned by his wife CS1 Mariechen Cuevas and Chief Warrant **Officer Teschelle Tiongco, Naval Base Coronado** Food Service officer on Mar. 26, 2020.

The Meritorious Advancement Program provides commanding officers the opportunity to reward a select few, top-performing Sailors by advancing them to the next paygrade. This program provides greater authority for individual commands and helps the Navy better shape its workforce by developing and rewarding its most talented Sailors. Naval Base Coronado Food Service Division leadership nominated Cuevas against four well-deserving, highly competitive candidates from various departments.

Cuevas is the Cargo Leading Petty officer and leads a team of five Sailors in ordering, receiving, and storing over 600 subsistence line items valued at \$5.2 million annually among six separate galleys. His attention to detail was crucial during weekly spot checks and quarterly wall-to-wall inventories, maintaining 98% inventory validity.

His efforts were essential in Naval Base Coronado's recognition as the 2020 Capt. Edward F. Ney Memorial Award winner for large ashore mess category, distinguishing Naval Amphibious Base Galley as the best ashore general mess in the west coast region.

Through sustained, superior performance, Cuevas also earned honors as the 2019 Sailor of the Year for Naval Base Coronado. Additionally, he serves as an auxiliary security force member and his collateral duties include assistant command fitness leader; Coalition of Sailors Against Destructive Decisions treasurer; divisional safety petty officer; and qualified food safety supervisor/manager.

Cuevas has an associate's degree in medical assisting from San Joaquin Valley College and is pursuing a bachelor's degree in medical assisting. In his off-duty hours, he volunteers as a mentor and coach for youth participating in the Responsible Athletes program, promoting a strong positive relationship within the command and local community.

Congratulations to CS1 Cuevas for his extraordinary effort, hard work and dedication! +



Navy Culinary Specialists Win Medals at 45th Annual Joint Culinary Training Exercise

By Samantha Lohr OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP HEADQUARTERS

Navy chefs from across the Navy won medals at the 45th Annual Joint **Culinary Training Exercise (JCTE)** while competing against other military chefs March 9-13, at Fort Lee, Virginia.



different patron in the background. -photo by Vicki Sonnenberg

Naval Service Support Advanced **Training** Command (NSSATC) **Delivers Ready** Relevant Learning (RRL) for the Navy's Shipboard **Barbers**

By Lt. Daniel S. Saulsberry, SC, USN SITE DIRECTOR, NAVY SERVICE SUPPORT ADVANCED TRAINING COMMAND

In the spirit of delivering Ready, Relevant Learning (RRL) to our fleet Sailors, the Navy Service Support Advanced Training Command (NSSATC) stood up Mobile Training Teams (MTTs) for Shipboard Barber training. Although the concepts of MTTs are not new, this out-of-the-box approach for bringing training to the point of need for this course is one that will greatly benefit the fleet.

NSSATC was officially established in March 2019 with headquarters at Naval Air Station Oceana Dam Neck Annex in Dam Neck, Virginia. Their mission is to deliver advanced training for the Navy's logistics and human resources ratings, along with a host of training for command-level programs (e.g. Drug and Alcohol Programs Advisor (DAPA), Command Managed Equal Opportunity (CMEO) program). This command, along with the Navy Technical Training Command headquartered in Meridian, Mississippi, the Naval School of Music located at Joint Expeditionary Base (JEB) Little Creek, Virginia, and the Navy Supply Corps School (NSCS) in Newport, Rhode

Island, all report to their immediate superior in charge-the Center for Service Support (CSS) also located in Newport. By working together within the CSS domain, along with the fleet and Navy Exchange Service Command (NEXCOM), NSSATC provided uninterrupted and innovative barber school training for Sailors stationed in the Hampton Roads area.

What triggered this venture was the unplanned evacuation of NSSATC personnel from a structurally-deteriorating Naval Station Norfolk building that hosted various Naval Education and Training Command (NETC) courses. Although this had little effect on Sailors who were in a permanent change of duty station status because they were vectored to a course in San Diego; however, those Sailors assigned to commands in the Hampton Roads area would suffer due to limited travel funds that would be required to send them to courses outside of the area. By leveraging existing alliances established by the NSCS's Board of Visitors (made up of stakeholders from the fleets,

type commanders, NAVSUP, the Office of the Chief of Naval Operations, and the CSS domain), two courses of action (COA) were developed to deliver MTTs for Shipboard Barber training.

The first COA involved using classroom space onboard Commander, Naval Air Forces Atlantic followed by required laboratory time to perform haircuts on willing participants free of charge. To host these sessions, the supply department aboard USS John C. Stennis (CVN 74), under the leadership of their Supply Officer Cmdr. Matthew Bolls, hosted the very first MTT; and the supply department aboard USS Harry S. Truman (CVN 75) under the leadership of Cmdr. Dale Haney, hosted the second. The classes (which took place July 8 and August 2,

Right: Student barber RSSA Sherese Olliphant, NAVSUP FLC Norfolk demonstrates techniques on a patron at a Navy Exchange barbershop. Her instructor RS2 Estefen Prince provides guidance. -photo by Vicki Sonnenberg

Right: Student barber RS3 Christian Nelson, NAVSUP Fleet Logistics Center Norfolk, practices hairlining skills on instructor RS1 (SW/AW) Jeffery Mosley aboard USS John C. Stennis (CVN 74). -photo by Quitin Ellis



2019 respectfully) were overwhelmingly successful with local senior enlisted Supply Corps leadership presiding over

both graduations.

For the second concurrent COA to provide laboratory time for students, NSSATC, with support from CSS and NETC, was able to negotiate an agreement with NEXCOM to use one of their barbershops for students to conduct haircuts free of charge in order to satisfy the course laboratory requirement. With the leadership of or NEXCOM Chief Executive Officer Robert Bianchi and Capt. Craig Abraham, deputy commander Military Services, NEXCOM, an agreement was reached that solidified NEXCOM's commitment to the fleet



Sailor. The first iteration using the NEXCOM facility on Joint Expeditionary Base (JEB) Little Creek near Gate 1 was conducted Nov. 18, 2019. With help from JEB Little Creek leadership advertising to the base, along with NSSATC social media, there was more than enough support to fulfill the learning objectives of the course by offering free haircuts to base patrons.

Through impressive innovation, active stakeholder engagement, and an unwavering commitment to delivering the right training to the point of need, NSSATC is postured to be the premier learning site to deliver advanced logistics training to our valuable enlisted workforce. 🌻



Above: Student barber RSSA Syrus Stringer, USS Dwight D. Eisenhower (CVN 69) demonstrates barber techniques on Lt. Cmdr. Brent E Niven, the PAS on USS John C. Stennis (CVN 74). Observed by RSSN Janae Lamar of Stennis. --photo by RS1 Jeffrey Mosley

Marine Corps Air Station Iwakuni, Japanthe New Tip of the Spear within the Indo-Pacific Region

By Lt. Cmdr. Wendell K. Stephens

LOGISTICS OFFICER, MARINE CORPS AIR STATION IWAKUNI, IWAKUNI, JAPAN

I lead you with a powerful quote from Vice Adm. Oscar C. Badger, USN (Ret), veteran of both World Wars and a Medal of Honor recipient, "Logistic considerations belong not only in the highest echelons of military planning during the process of preparation for war and for specific wartime operations, but may well become the controlling element with relation to timing and successful operations."

Marine Corps Air Station Iwakuni (MCASI) in Iwakuni, Japan, may have been perceived as a Supply Corps officer's "boondoggle"

billet years ago, but the revitalization of the base infrastructure and the increased threat in the 7th Fleet area of responsibility (AOR) has ushered in a renewed focus on the capabilities of MCASI. Senior Marine Corps leaders, along with the Government of Japan (GOJ) have enhanced the importance of MCASI to be a more strategic overseas asset. The Supply Corps should continue to send motivated, astute, career-minded officers to this billet.

We owe it to the three-major tenant commands (Marine Aircraft Group 12 (MAG-12), Carrier Air Wing Five (CVW-5), and Fleet Air Wing 31 (FAW 31), which are onboard MCASI, to continue the standard of sustained, superior, logistics support. The "official" arrival of CVW-5, and others, has increased the station's numbers by more

than five-thousand personnel, which has provided a much larger logistics customer base than previously maintained.

I took over in March of 2017, occupying a hot-fill billet, and quickly realized that this duty station was more than the occasional Marine Corps "fun-run," or blocking out an adequate tee-time on the golf course. The golf course is gone, replaced by over 200 new townhomes and single-family houses. There is a new enlarged air strip. The Chief's Mess overlooking the water, with some of the best views in Japan, is also gone. I believed I was coming to a billet that needed a little "salty" leadership and direction, and I could possibly get my Naval Aviation Supply Officer (NASO) qualification. The leadership was necessary and NASO is now an opportunity, but I walked into a dynamic environment where I was spending \$1.6 million just 10 days after arriving on station. I took over a logistics operations on a reinvigorated military air station that was going through a major transformation that is unlike any military base or air station in the world.

The GOJ was fully committed to assisting the U.S. Marine Corps' enhancement of the air station, and "backed up" that commitment by

providing an initial investment of \$2.4 billion (coupled with the U.S. Government's portion of \$100 million) for a runway relocation project that literally "moved a mountain" of dirt to extend the current runway toward the sea. This is truly one of those man-made feats that military and civilian engineers accomplish once in his/her lifetime, which took five years to complete. A few years later, GOJ provided more funding in the amount of \$4.7 billion (to the U.S. government's portion of \$253 million) to support the relocation of CVW-5 from Atsugi, Japan, a KC-130 Squadron, Marine Aerial Refueler Transport Squadron 152 (VMGR-152), airspace adjustments, as well as commercial air terminal/ operation upgrades under the Defense Policy Review Initiative (DPRI). Iwakuni has welcomed the building of a new high school (complete with football and track fields), new middle school, and two new elementary schools. Additionally, there are now over 1,700 homes on the station to complete the transition and house the increased military, family members, and civilian personnel relocating to MCAS Iwakuni. This is now a large base, but with a "small-town" feel. It's safe for children, and families with or without children have the opportunity to travel throughout Japan and other reasonably close countries.

Logistics at Iwakuni operates in a dynamic environment that continues to present the logistics officer with a myriad of challenges that require immediate, short-term, and longterm solutions.

Logistics at Iwakuni operates in a dynamic environment that continues to present the logistics officer with a myriad of challenges that require immediate, shortterm, and long-term solutions. MCASI Logistics Department is organized through 14 divisions, encompassing over 600 military, U.S. government civilian (both general service and wage grade), and master labor contractor (MLC) personnel; Air Transportation Division (ATD), Contracting, Cryogenics (CRYO), Distribution Management Office (DMO), Food Service, Fuels, Government Commercial Purchase Card (GCPC), Harbor Operations (Harbor), Hazardous Material (with HAZWASTE), Marine Corps Property (MCP), Motor Transportation (Motor-T), Ordnance, SERVMART, and Storage. ATD has undergone renovations and

modernization of over \$1.67 million, to include construction of a new 50,000-square-foot air freight facility capable of troop movement. Additionally, the warehouse boasts a state-of-the-art Air Force version 463L cargo pallet handling system. This system will significantly improve cargo preparation, processing, weighing, and maneuvering for loading of multiple 10,000 pound consolidated air cargo loads for all wide-body civil and military aircraft. The contracting division has expanded from operating at Simplified Acquisition Procedures (SAP/\$150K and below) to now operating up to \$1 million. After I arrived, my contracting officer and I were able to align another billet under contracting, which allowed us to hire a deputy contracting officer (GS-11) who arrived on station spring of 2018.

CRYO handles all of the hydrogen, nitrogen, and oxygen needs for the numerous types of aircraft that operate on the station. DMO handles transportation, storage, delivery of household goods, and transportation of other assets; like the movement of CVW-5 gear, while re-deploying to gear up for carrier operations. Additionally, DMO handles FEDEX, DHL inbound/outbound shipping, as well as the Advanced Traceability and Control (ATAC) section, for normal expedited shipping/receiving with which supply officers are familiar. We have two warehouses to handle these duties separately. Food Service consists of Marines, Sailors, and MLC personnel. Using this mix of workers, we opened our third mess hall, which has increased our patronage capacity over nine thousand patrons per day over three meals. MCASI Fuels is one of the largest operations in the Marine Corps, with over 84 personnel executing "hot" and "cold" fueling capability. The GCPC and Stock Control Divisions provide oversight over the GCPS process, processes requisitions, and handles the accounting for our air station SERVMART store.

MCASI is the only Marine Corps installation that has an airport and a seaport. Harbor operations encompass a unique challenge due to boat operations and the 23 Boatswain's Mates that handle transportation of Explosive Ordnance Disposal (EOD) teams, fuel spill response, and other boat operations for the station. They operate within a four-section, 24-hour-a-day watch.

Unfortunately, the harbor is not currently outfitted with hotel services for supporting long-term berths. This division would normally fall under the Port Operations' Department on a Navy base. We just received 19 fuel spill buoys on automatic reels with a tow truck that will provide a safer and faster means to deploy the buoys, in case of an emergency spill. The Hazardous Materials Division is divided into a HAZMAT and a HAZWASTE division. These divisions are responsible for ordering, storing, tracking, and disposing of all hazardous material for the entire air station. We systematically disposed of over \$80,000 in HAZMAT in order to make room for storing additional HAZMAT requirements for CVW-5 aircraft squadrons.

MCP includes a large warehouse where all equipment coming into MCASI (furniture, computers, washer/dryers, etc.) is received and is then distributed to the various tenant commands throughout the air station. All air station equipment is tracked by this section of the ogistics team.

Motor-T division has the responsibility for all government vehicles received from MCP. This division tracks mileage and conducts vehicle maintenance for the following; forklifts, vans, cars, buses, and tractors. The Motor-T division uses 25 vehicle bays to handle routine maintenance, and also has a small paint shop to handle light paint jobs. Logistics' Motor-T owns the shuttle bus route for the station, and also assembles police vehicles; as they arrive without any markings and are upgraded prior to issue to the Provost Marshall Officer (PMO). Additionally, Motor-T handles troop movement for Marines and Sailors by bus, and the purchase of new vehicles, like fuel and fire trucks for the station.



Ordnance Division handles all types of ordnance for the various aircraft platforms operating on the station.

As stated earlier, only those supply officers who easily adapt to operation, are flexible, and have a proven ability to work with teams and operate in a dynamic position of authority should apply for this billet. As the department head of the largest departments on the station, the commanding officer, currently Marine Corps Col. Frederick Lewis, (previously, Marine Corps Col. Richard Fuerst) relies heavily on the logistics officer (affectionately called the LOGO vice SUPPO) to provide sage advice, continuous updated logistics posture and readiness, as well as solutions for all facets of logistics scenarios that will come about throughout your time aboard MCASI.

My Master Chief (Master Chief Logistics Specialist Joel Bon) and I work diligently to help our Sailors and Marines stay competitive; Construction Mechanic 1st Class Cole Tankersley, won the Commander Pacific Fleet Sailor of the Year (SOY) for 2017, and he did well at the Chief of Naval Operations level SOY competition.

Additionally, MCASI Logistics swept all three categories for SOY for calendar year 2019 under Commander, Marine Corps Installations Command, Pacific; FN Kelly Perez (BJOY), BM2 Kiara Harris (JSOY), and LSI Marvin Abinsay (SSOY). LOGO prepares Marine Corps Fitness Reports (FITREPS), and PROS/CONS (E-4 and below evaluations), as well as takes care of all of our Sailors' administrative needs. I am also charged with handling civilian pay through a system called the Standard Labor Data Collection and Distribution Application. The GOJ recently signed an authorization for an MLC (pay) step increase for 59 of my more than 400 Japanese workers, and I was proud to sign each document as the department head. I am blessed with a team of professionals.

The entire Japanese archipelago, specifically Iwakuni, has found itself closest to at least four of the Secretary of Defense's identified U.S. threats to this region and the American way of life; Russia, China, North Korea, and Islamic State threats. The Supply Corps professionals who seek to fill this billet will see increases in personnel, equipment, and infrastructure purposely placed at MCASI in order to directly support one of the President's third National Security Strategy pillar: Preserve Peace through Strength.

Commander, NAVSUP and Chief of Supply Corps Rear Adm. Michelle Skubic would be proud to hear how the naval officers, chiefs, and enlisted Navy and Marine Corps logistics team assigned to MCAS Iwakuni are making a huge difference to sustain our "Fight Tonight" posture on a daily basis! MCASI will be a welcome place that will surely come up in future conversations as one of the best tours of anyone's career.

An F/A-18E Super Hornet with Strike Fighter Squadron (VFA) 195 lands at Marine Corps Air Station (MCAS) lwakuni, Japan. VFA-195 arrived at MCAS lwakuni as part of Carrier Air Wing (CVW) 5's relocation from Naval Air Facility (NAF) Atsugi, Japan. –photo by Cpl. Donato Maffin

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IA-Combined Task Force 49

By Lt. George Schulz NAVAL ACQUISITION CONTRACTING OFFICER INTERN

Lt. George Schulz is a Naval **Acquisition Contracting Officer** (NACO) intern at NAVSUP Weapon Systems Support (WSS) Philadelphia, but for five months he served as a contracting officer representative (COR) supporting Combined Task Force-49 and USNS Comfort (T AH 20) during its 2019 deployment.

I was commissioned in 2015 through Officer Candidate School and graduated from the Navy Supply Corps School Basic Qualification Course in 2015. I served on USS Cole (DDG 67) before serving as a Naval Acquisition Contracting Officer intern at NAVSUP Weapon Systems Support (WSS) Philadelphia. My contracting experience led to my selection as the Contracting Officer's Representative (COR) on the Advance Coordination Element (ACE) team for USNS Comfort (T AH 20) during its 2019 deployment in support of U.S. Southern Command's Enduring Promise initiative.

The goal of Comfort's 2019 deployment was to augment medical support in countries negatively impacted by the Venezuelan humanitarian crisis and in other partner nations in the region. Comfort had mission stops in 12 different countries over the course of its five-month deployment. At each of these stops the ACE team was an advance party to ensure everything was in place for the ship's arrival. The ACE team consisted of a team leader, a force protection coordinator, a preventative medicine coordinator, a doctor, a nurse, and the COR. Prior to the ship's arrival I would visit the medical sites to ensure that no additional contracted items were required, coordinate with host nation forces to ensure they received the contracted fuel, and conduct a line item

review with the expeditionary contractor to ensure that the contractor was on track to deliver all of the line items on time. I also worked with the husbanding contractor before the ship arrived. I made sure that the husbanding contractor hired acceptable water taxis and was on track to finish constructing the barge and wheel-chair ramp prior to Comfort's arrival. I once had a contractor propose using a tourist speedboat with the word 'Thriller' written in lightning along its side right below its giant speakers. You can guess what song those speakers would have played.

Although I had some contracting experience from my time at NAVSUP WSS Philadelphia, this was a very different experience; as a COR you're serving as the contracting officer's eyes and ears on the ground in a foreign country while the Contracting Officer (CO, also KO) is back in their office in the United States. You have to interpret the contract clauses the contracting officer wrote back in Jacksonville, Florida, to ensure they are properly executed by the contractors on the ground. Seeing the significance of a few words in a contract and their ability to impact a mission as crucial as Comfort providing medical care to the people of our host nations gave me a great appreciation for the hard work of our contracting officers.

This experience will make me a better contracting officer in the future by giving

me an appreciation for the importance of these contracts and the precise wording of their clauses.

Adapting to rapidly changing situations was a key part of my job. I was responsible for writing contract modification (mod) requests when the only answer to a new problem was buying a solution. Our embassy and our host nation partners prepared for months for Comfort's arrival but something always went wrong at the last minute. Contracting is sometimes the last stopgap to ensure mission success. In one country, the host nation volunteer coordinator told me he could get plenty of translators for our medical sites on the ground, but none for the ship. Translators on the ship are necessary for the surgical patients to communicate with Comfort's medical staff. This was a big problem and the ship was on its way to the Dominican Republic. I had to work with the contractor and the contracting officer to ensure we could support the mission by rapidly hiring translators and getting a contract mod put in place to do so.

I'd stay with the ACE team in a country make sure that everything was running The day that the ship arrived was always ship pulls in. This is when we would offbeneficial to my professional development My internship aboard Comfort chal-When you're writing a contract for grass one of the medical sites with the ACE team

for a few days after the ship arrived to smoothly before heading to the next country to prepare for Comfort's next mission stop. busy because most line items on the expeditionary contract are due the day that the load supplies, use contracted forklifts to load the supplies onto contracted trucks, and transport them along with the Sailors riding in contracted buses to the medical sites. Sailors then set up the sites to receive patients. Day one always had problems such as forklifts breaking and trucks not showing up on time. The challenges were and forced me to grow as a supply officer. lenged me, gave me a unique perspective on contracting, and created lifelong memories. cutting you expect a contractor to cut the grass with a lawnmower. I was inspecting



Right: A goat taking a break from cutting the grass in Grenada.



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when the team lead pointed to one of the many goats nearby that was staked to the grass. This goat was breathing heavily and swaying in the slight breeze. The team lead said to the contractor "I think you need to refuel your lawnmower." The goat was one of several that the contractor had hired to cut the grass. It got refueled by putting its head in a garbage can filled with fresh water.

When I wasn't dealing with logistics problems I had the opportunity to reflect on my experiences. I am truly grateful to the Navy for giving me the opportunity to serve as a COR for Comfort during its 2019 deployment. Being able to grow my skills as a supply officer while supporting a mission that improved the lives of tens of thousands of people was a great experience. 🜻

Left: Lt. George Schulz at a medical site in Haiti. -photos by Lt. George Schulz

Below: Supplies being offloaded from USNS Comfort (TAH 20) in St. Kitts via helo and trucks.





Newly Commissioned Reserve Officers

Five newly commissioned Supply Corps Reserve Officers graduated from Officer Development School (ODS) Class 20030 Echo and Foxtrot companies in April 2020. Starting October 2019 the ODS class replaced the Direct Commissioning Officer Indoctrination Course. As part of ODS Career Track Day these newly commissioned officers had the chance to meet Lt. Cmdr. Robert Allen, the director of Reserve Programs at the Wheeler Center Navy Supply Corps School, to tour the facility and discuss the coursework and structure of the upcoming Basic Qualification Course-Reserve. From the left: Ens. Orane Golding, Ens. Stephen Stacey, Ens. Ashley Schoonmaker, Ens. Michael Wilkerson, Ens. Jacob Curtiss, Ens. Sean Kazmark, and Ens. Tom Ruane. –courtesy photo

OBITUARIES

Ret. Commander Rex B. Reagan

Retired Cmdr. Rex Reagan, SC, USN, passed away on Apr. 9, 2020. Reagan retired from the Navy Reserve after 26 years of service.

Ret. Rear Admiral Philip A. Whitacre

Retired Rear Adm. Philip Whitacre, SC, USN, 87, passed away on Apr. 14, 2020. Whitacre retired from the Navy (and Navy Reserve) after 37 years.



LT. CMDR. ILIA KOTLER ERMOSHKIN 20 years - April 1, 2020

LT. CMDR. JAMES ROY JR.

WHITWORTH 28 years - April 1, 2020

LT. ROBERTO MEDINA 20 years - April 1, 2020

CAPT. GARY JOHN POWE 30 years - May 1, 2020

CMDR. SCOTT ANDREW ROSCOE 21 years - May 1, 2020 CMDR. BENJAMIN L. SHEINMAN 21 years - May 1, 2020

LT. CMDR. PHILIP JAMES MOCK 20 years - May 1, 2020

LT. CMDR. DAVID JOHN MUHL 20 years - May 1, 2020

LT. JESUS GABRIEL TORRES 21 years - May 1, 2020



During the COVID-19 pandemic, the NAVSUP team continues to support the Navy mission remotely from all over the world. Despite the challenges, all it takes is a little innovation and creativity to ensure that NAVSUP remains ready, resourceful, and responsive during these challenging times.





































Summer 2020











Active and Reserve Sailors provide logistics and service support to USS Mississippi (SSN 782), a Virginia-clas submarine assigned to the U.S. Pacific Fleet area of operations. -photo by Midoriko Morita

NAVSUP Fleet Logistics Center Yokosuka Reserve Sailors Support Keen Edge 2020

By Lt. Bill Valente U.S. NAVAL RESERVIST, NAVSUP FLEET LOGISTICS CENTER YOKOSUKA

AVSUP Fleet Logistics Center (FLC) Yokosuka Navy Reservists provided key logistics support to forward deployed naval forces during exercise Keen Edge 2020, January 24-31.

Held biannually, Keen Edge is a joint command post exercise conducted to increase combat readiness and synchronization among U.S. Forces Japan and the Japan Joint Staff and prepare them to effectively defend Japan or respond to a regional crisis.

Cmdr. Jonathan Markrich, operational support officer for NAVSUP FLC Yokosuka, said his goal was to provide the right Reservist at the right time.

"Keen Edge was a great example of how our NAVSUP FLC Yokosuka Reserve detachments located in St. Louis, Phoenix, and El Paso, Texas successfully integrated with their active component counterparts," said Markrich. "This was vital and empowered commanders throughout the region with critical information requirements that ensured the success of the exercise."

During Keen Edge, Navy Reservists from NAVSUP FLC Yokosuka provided 24-hour watch-standing for the Regional Operations Center, assisting Commander, Naval Forces Japan and Commander, Navy Region Japan in maintaining the theater logistics picture.

Cmdr. Pete Boll, acting commanding officer for the Navy Reserve element at NAVSUP FLC Yokosuka, reiterated the critical role Reservists played during Keen Edge. "We are very proud of the support Reservists provide to our command and to exercises such as Keen Edge. Our Reservists are welltrained, highly- skilled professionals who bring a wealth of civilian work experience to their Navy Reserve jobs," said Boll. "Their knowledge and experience provide a unique perspective and added benefit to the active duty mission. That really is the superpower of the Navy Reserve force."

Missions were executed throughout Keen Edge that highlighted the depth of the

Navy Reserve Force support across the region. Reserve Sailors from detachments in St. Louis, El Paso, and Phoenix, supported fuel operations, air cargo handling and regional exercise services for commands spread across Japan.

More than 60 Navy Reservists provide consistent, year-round operational support to the Western Pacific region's largest U.S. Navy logistics command. There are more than 20 NAVSUP FLC Yokosuka detachments, sites and fuel terminals that span one of the Navy's largest areas of responsiblyfrom Misawa, Japan, to Sydney, Australia, Guam and Diego Garcia in the Indian Ocean, covering more than 50 million square miles.

Headquartered in Yokosuka, NAVSUP FLC Yokosuka provides bulk fuel and fuel support services to U.S. 7th Fleet, Military Sealift Command and all U.S. military bases within the Indo-Pacific area of operations. Because of the dynamic nature of fuel missions, combined with some of the manning challenges,

Navy Reservists who have logistics expertise play an integral role for contingency operations.

Logistics Specialist 2nd Class Jesus Reynaud recently completed his on-the-job training at the Defense Fuel Support Point located in Hakozaki, Japan, qualifying as a fuel department duty officer.

"It's been a great opportunity to get hands-on experience developing skills typically beyond the logistics specialist rate," said Reynaud. "It has helped me become a more well-rounded Sailor."

Reynaud plans to return to Hakozaki later in the year to complete his qualification as a tanker watch officer. It is a rigorous qualification that typically takes two to three months for an active duty Sailor to finish but adds incredible operational flexibility to the command.

Leading Chief Petty Officer Tansy Rodriguez, chief aviation boatswain's mate for fuels, described the benefits of having Reserve Sailors support the exercise.

"There's a huge benefit having logistics special ists doing fuel work," said Rodriguez. "Contracted civilian employees perform most of the day-to-day operations, but logistics specialists are extremely knowledgeable and can fulfill fuel missions during a contingency."

During Keen Edge 2020, the Navy Overseas Air Cargo Terminal (NOACT), located at Yokota Air Force Base, Japan provided critical high-priority logistics support to operational elements throughout Japan and the U.S. 7th Fleet area of operation. The NAVSUP FLC Yokosuka NOACT team is responsible for moving all classes of supply besides fuel, including hazardous material, munitions, refrigerated cargo and critical repair parts from air to ground transportation.

Working in partnership with the U.S. Air Force 730th Air Mobility Squadron, the NAVSUP FLC Yokosuka Reserve Force helped maintain surge capacity during Keen Edge.

Sajid Cabebe, the NOACT chief petty officer in charge, said the Reservists provided exceptional support during the exercise.

"The Reservists we had on our team provided new ideas with different perspectives, which is especially important when operating forward. They brought their industry experience to the deck plate and provided vital support to the team," said Cabebe. "Keen Edge enabled them to leverage their civilian experience in dynamic ways, while supporting NAVSUP FLC Yokosuka's important mission to our forward deployed naval forces throughout the Indo-Pacific region. *****

The Navy Supply Corps Newsletter







Logistics Specialists Second Class Jose Juarez and Jesus Reynaud test fuel samples at Defense Fuel Support Point Hakozaki, Japan.



Logistics Specialists Second Class Jose Juarez and Jesus Reynaud monitor tanker fuel levels during a transfer at Defense Fuel Support Point Hakozaki.



Reserve Sailors transload high-priority cargo to ground transportation in the Navy Overseas Air Cargo Terminal at Yokota Air Force Base, Japan. -photos by Midoriko Morita

NAVSUP FLC Bahrain Participates in NSA Bahrain's First Battle Day Competition

By Kambra Blackmon

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER BAHRAIN

NAVSUP Fleet Logistics Center (FLC) Bahrain's Executive Officer Cmdr. Jeretta Dillon teamed with Lt. Zeferino Cortes Rodriguez, Lt. j.g. Antonio Almazan and Ens. Tarence Pauldon to participate in Naval Support Activity (NSA) Bahrain's first Battle Day competition in February.



NAVSUP Fleet Logistics Center Bahrain's Executive Officer Cmdr. Jeretta Dillon teamed with Lt. Zeferino Cortes Rodriguez, Lt. j.g. Antonio Almazan and Ens.Tarence Pauldon to participate in Naval Support Activity Bahrain's first Battle Day competition. The Morale, Welfare, and Recreation fitness coordinators of NSA Bahrain organized the competition that consisted of 12 teams, each with four people from various tenant commands stationed at NSA Bahrain. Teams were challenged physically, mentally and strategically to collaborate with one another to win a Battle Day plaque.

The event began with a 1.5 kilometer run where teams shared the load of a 30-pound sandbag. Afterward, they completed five stations consisting of hammer drills; 20 tire flip; 10 rope climbs or a seated, weighted rope pull; 20 sled pushes for 15 meters; and 10 medicine ball carries for a distance of 20 meters.

"We probably did the best on the hammer drills," said Almazan after completing the stations. "We realized that if you hold the hammer a certain way, as soon as you started hooking and pulling, the block started moving. There's definitely a strategy to all of this," he said.

"We knew with the medicine ball carry

that two people had to go twice, so we had Cortes and Pauldon, the sprinters, start so they would go three times, and Almazan and I did it two times," Dillon added when discussing their strategy.

When the stations were completed, the teams repeated the same run they started with, followed by an obstacle course that included farmers carry, bear crawl, 30-pound sandbag toss backward, banded hops, plated overhead lunges, and a sprint course.

All events were timed and the winner of the competition was determined by the overall fastest time accumulated from all the events.

"We might lose, but it will be okay because it's all about teamwork and communication," Dillon predicted before the competition ended. "This event ties right into the Sailor 360 training conducted yesterday on team-building, collaborating and achieving a common goal," she said.

Each member had an individual strength they contributed to the team to help complete the competition. With momentum and the cheering from others, they finished the Battle Day events feeling accomplished and strong.

Although NAVSUP FLC Bahrain did not win first place, they built teamwork, camaraderie and morale, topics related to their Sailor 360 training the day before the competition.

NAVSUP FLC Jacksonville Introduces New Procurement Tracker Tool: ProTrack

By Laura Hohbach

DEPUTY DIRECTOR OF CONTRACTING, NAVSUP FLEET LOGISTICS CENTER JACKSONVILLE

t is an exciting time to be part of the NAVSUP contracting team. NAVSUP's Procurement Tracker (ProTrack) is a new, customer-focused work induction tool designed for procurement requirement submission.

ProTrack evolved from a Lean Six Sigma, Continuous Process Improvement initiative. In support of NAVSUP's reform initiatives, NAVSUP Fleet Logistics Center (FLC) Jacksonville focused on "responsive contracting" to help increase mission readiness by decreasing procurement lead-times. After obtaining Voice of the Customer feedback through face-to-face interviews with requiring activities and contracting personnel, some key improvement opportunities were identified. These opportunities focused on expediting the contracting process while making it easier for our requiring activities by providing increased guidance, visibility, and communication. Team members from N7, Business Systems Center's NAVSUP Enterprise WEB team, and FLC Jacksonville took on these initiatives, turned their ideas into a productive application, and continue to lead the charge with ongoing development, testing, and implementation. ProTrack enabled us to automate the process through a web-based portal submission tool meeting our identified opportunities for improvement.

The tool is currently being piloted at FLC Jacksonville. As of 31 March 2020, FLC Jacksonville Code 200 has received more than 130 pre and post-award requirements through ProTrack and has more than 200 customer representatives registered in the system with additional customers registering and receiving training weekly. Customer feedback has been overwhelmingly positive with many recognizing the value-added approach ProTrack brings to the contracting process. James Smart, Director, Littoral Combat Ship Logistics Support Team stated, "Even as a novice, the tool was easy to follow" and Jeff Watkins from the Trident Refit Facility Planning Department noted the tool's "ease of use" and stated that ProTrack "helps expedite the Procurement process."

While ProTrack originated as a solution for FLC Jacksonville, it has quickly turned into a promising means to improve upon existing procedures throughout the NAVSUP enterprise. In February 2020, the team briefed NAVSUP's Vice Commander and the Chief of Staff on ProTrack's many utilities. The benefits of the system were readily apparent with Capt. Matt Ott, NAVSUP Chief of Staff stating, "The ProTrack portal will move NAVSUP contracting to the leading edge of innovation, enabling near real time information exchange between NAVSUP contracting offices and their customers around the globe."

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A WORK INDUCTION TOOL FROM NAVSUP

NEAR REAL-TIME STATUS UPDATES

ProTrack's requirement tracker allows customers to see the status of procurement packages in near real-time. All key processing tasks are time and date stamped for accountability.

WORKFLOW EFFICIENCY

Data auto populates based on initial answers, decreasing the likelihood of errors and reducing redundant effort. Drop downs, radio buttons, and fillable forms improve workflow. ProTrack allows users to upload and store documents.

TWO-WAY COMMUNICATION

Throughout the review process, ProTrack users are able to communicate directly with assigned contract specialists via messaging and email.

GUIDED PROCESS

ProTrack guides users through a decision tree process, with hover-over information and instructions at the ready. A library of resources, templates, samples, and references are available.

NOTIFICATIONS AND REMINDERS

ProTrack users receive email notification when updates are posted, milestones are met, actions are taken, or when items for submission are due.











HTTPS://MY.NAVSUP.NAVY.MIL/APPS.OPS\$PROTRACK.HOME

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ProTrack's key benefits and system capabilities include:

- Improved quality of procurement documentation through fillable forms, standardized templates, samples, and guides
- Enhanced customer communication through real-time updates and reminders as purchase requests advance through the procurement phases
- Improved accountability through system generated metrics and reports available to both NAVSUP supervisors and our external customers
- Access to a centralized repository of historical information for future acquisition planning and market research at the contracting office and customer Department of Defense Activity Address Code level

- Tracking and proactive management of contracts, contract options and follow-on procurements
- Identification of lessons learned, requirement package discrepancies, and training needs for both NAVSUP contracting professionals and our customers
- Realization of savings and cost avoidance through global contracts management capabilities, reduced rework, improved workflow, reduced procurement administrative lead-time, and increased throughput

We look forward to phasing in other selected NAVSUP contracting offices and Fleet Logistics Centers in FY20 and FY21. The Naval War College is the next team scheduled to pilot ProTrack and others will join soon after.

The following YouTube video highlights ProTrack's system capabilities: https:// youtu.be/4ZTxb-reuwg

Additional links are available via YouTube as follows:

Registration instructions: https://youtu. be/ZZuZvmOxH A

Create and Submit a Request using ProTrack: https://youtu.be/ AUFIxmaeV80

Please note, due to current NMCI limitations associated with COVID-19, users may not be able to view these on their NMCI computers.

For those interested in seeing the live system, you may register and then access the system using Google Chrome at the links provided below:

NAVSUP ProTrack registration: https://www.navsup.navy.mil/ registration

NAVSUP ProTrack website: https:// my.navsup.navy.mil/apps/ops\$protrack. home

The NAVSUP Naval Petroleum Office (NPO) was contacted by Southern Command representatives in March 2020 to discuss fuel support options for an important Counter Narcotics mission off the East and West Coasts of South America. NPO immediately responded with a variety of options and several subsequent teleconferences were held to provide the most viable options with short notice timelines.

These discussions revolved around tanker and oiler availability, fuel stocks presently held at Defense Fuel Support Points, international agreement options, and bunker and sea card opportunities. Teamwork engagement took place between all major partners to include Defense Logistics Agency Energy, Military Sealift Command, Naval Sea Systems Command, and others to flesh out options. SOUTHCOM was the lead agency to make the final decisions on fuel procurement.

On April 1, the President of the United States made a public announcement regarding this important counter-narcotics operation. SOUTHCOM released an overview slide of the concept of operations which involved U.S. Navy destroyers, U.S. Navy littoral combat ships, U.S. Coast Guard cutters, embarked helicopters, U.S. Navy P-8 patrol aircraft, U.S. Air Force E-3 and E-8 airborne early warning and control aircraft, as well as support from the Security Forces Assistance Brigade Company.

At the end of April, at least three Coast Guard ships returned to port with substantial seizures of illicit narcotics such as marijuana and cocaine valued over \$24 million.

Each year the Bureau of International Narcotics and Law Enforcement Affairs publishes a report that is sent from the President to Congress in March 2020. The most recent report indicated that in 2019, the Coast Guard disrupted 236 drug smuggling events, seized 153 vessels, and removed 208 metric tons of cocaine and nearly 29 metric tons of marijuana from the market.

The active mission to contain illicit drug smuggling to the U.S. involves the teamwork of many agencies. NPO is proud to have been a small, but important contributor to the broader success of this important mission. **#**

The Navy Supply Corps Newsletter





DUND NAVSUP

NAVSUP Naval Petroleum Office Contributes to the Success of a Presidential Counter Narcotic **Operations in SOUTHCOM Area of Operations** By NAVSUP Naval Petroleum Office



An MH-60R Sea Hawk, assigned to the "Wolf Pack" of Helicopter Maritime Strike Squadron (HSM) 75, conducts routine flight operations aboard the Arleigh Burke-class guided-missile destroyer USS Kidd (DDG 100) -photo by Mass Communication Specialist 3rd Class Brandie Nuzzi



U.S. Navy and U.S. Coast Guard Culinary Specialists are trained in scratch cooking techniques by NAVSUP Fleet Logistics Center Jacksonville Navy Food Management Team, during a cooking lab onboard Naval Station Mayport, Florida. -photo by Jessica McClanahan

Florida Team Trains Culinary Specialists Virtually During **Pandemic**

By Jessica McClanahan OFFICE OF CORPORATE COMMUNICATIONS,

NAVSUP FLEET LOGISTICS CENTER JACKSONVILLE

NAVSUP Fleet Logistics Center (FLC) Jacksonville's Navy Food Management Team (NFMT) is now offering a virtual training solution for Culinary Specialists (CS) ahead of the upcoming Navywide Advancement Exam.

NFMT Mayport is composed of senior subject matter experts who support the professional development of CSs, also known as Navy chefs, across the Navy's Southeast Region including fleet units. Their knowledge and skills must be constantly developed and are wide ranging; they include recipe conversion, nutrition, sanitation, personnel management, forms and records, equipment operation and maintenance, and technical execution. Under normal operating conditions, NFMT Mayport conducts training through site visits, shipboard sessions, workshops, and even competitions in their onshore spaces at Naval Station Mayport. But presently, the Navy is not operating under normal conditions, so NFMT Mayport is adapting.

After careful vetting of the training materials and a review of the technology available, NFMT Mayport, led by Master Chief Culinary Specialist Wilson Sydenstricker, settled on the use of Facebook Live to achieve their training goals. "We wanted to use a platform that would allow CSs across the region to engage with us in real-time, as they would in a classroom setting," said Sydenstricker. "We also want Sailors to be able to view the sessions after the fact, so they can watch them when it works with their schedule."

Chief Culinary Specialist Keis Hamilton of NFMT Mayport conducted the initial sessions that served as a trial run. "We had to get to know the technology to make sure we are putting out a training session that is functional," said Hamilton. "The goal isn't to make a highly produced video; what we want to capture is the real-time interaction with our Sailors who have questions that we can answer." The team continues to learn as they go along and are adapting their expertise as trainers to a new distance support model.

On April 13, NFMT Mayport hosted their first virtual training session via Facebook at NFMT Mayport: www.facebook.com/cscnfmtmayport. This page is also where the schedule of future training will be posted. Topics will include recipe conversions; nutrition; food service forms; sanitation; admin and records; advancement exam prep; food service equipment; and receipt, inspection, and storage. NFMT Mayport will provide quizzes to allow CSs to test their knowledge. While the training is designed to support Sailors in the Southeast Region, all CSs across the Navy are welcome to participate.



NAVSUP Fleet Logistics Center Yokosuka Adapts to COVID-19

By Brandon Taylor

OFFICE OF CORPORATE COMMUNICATIONS. NAVSUP FLEET LOGISTICS CENTER YOKOSUKA

n the face of the coronavirus (COVID-19) pandemic, NAVSUP Fleet Logistics Center (FLC) Yokosuka, stepped up to the rapidly changing environment and continues onward with its mission to support the U.S. 7th Fleet.

Spread out over eight different sites, the command has varying types of work with one collective goal—to defeat COVID-19.

"From the start, I made it clear to all that the only way to get this virus behind us is to engage in collective mitigation," said Capt. Frank Nevarez, NAVSUP FLC Yokosuka commanding officer. "Immediately, we started to avoid handshakes; use social distancing; carried out sanitization operations; and it didn't end there. We came up with teleworking plans and examined how to maintain our operations under these new conditions. It wasn't easy, but this workforce exceeded all expectations."

NAVSUP FLC Yokosuka Site Okinawa is a good example. The site reports that amid strenuous COVID-19 restrictions, its Logistics Support Representatives manage to perform seamlessly. Their modified operational environment sustains the full support

and services to the America Amphibious Ready Group, including trash support, hazardous material management, food provisions support, postal services and Advanced Traceability and Control assistance. During the first half of April, with a large portion of the team home teleworking to mitigate the COVID-19 spread, over 300 pallets of goods were processed in support of visiting units. Despite its remote location, NAVSUP FLC Yokosuka Site Diego Garcia has been able to adapt to the rapidly changing environment, too. The site's post office preserved normal working hours during COVID-19 containment measures, having its postal workers on a 50/50 schedule. Outfitted with gloves and masks, half of all personnel on site reports to the post office every morning to assist short-handed postal workers with mail sorting. When complete, the postal workers take over and place mail into designated bags. Customers are allowed to enter the post office one at a time to receive their mail by the clerk. Once the customer exits, the next customer enters while maintaining

social distancing.

Logistics Specialist 1st Class Emmanuel Ware conducts inventory and lists serial numbers of common access card (CAC) readers in the Logistics Support Representative Shop onboard NAVSUP Fleet Logistics Center Yokosuka. The CAC readers were distributed to personnel to allow support of mass teleworking. -photo by NAVSUP FLC Yokosuka

A prime example of NAVSUP FLC Yokosuka flexing to support during COVID-19 was with USS Theodore Roosevelt (CVN 71), spearheaded by NAVSUP FLC Yokosuka Site Marianas. With short notice, the team prepared for a ship containing COVID-19 positive Sailors. They were responsible for securing all services needed within 48 hours. Under these conditions, their mission was vital to getting the crew healthy and back out to sea, while at the same time supporting the base population and local community. To accomplish this, they organized teams called "Task Force Revive," that concentrated solely on Theodore Roosevelt's crew, and "Task Force Defeat" to support operations onboard Naval Base Guam.

"Our nation depends on us to get Theodore Roosevelt's crew recovered and back to sea," said Lt. Cmdr. Andrew Foursha, NAVSUP FLC Yokosuka Site Marianas director. "We understand the importance of this mission and this is the best team for the job."

According to NAVSUP FLC Yokosuka leadership, the command continues to perform its mission despite COVID-19 restrictions due to the flexibility of its host nation workforce. Making up nearly 60% of the command's personnel, most host nation nationals teleworked from their homes to prevent the spread of COVID-19. They had to enact creative work schedules to limit exposure and use new devices to maintain a robust telework infrastructure. For many, these were done while caring for their children after local schools had closed down.

Success during these challenging times has contributed to the strong morale that permeates the FLC workforce, allowing the command to play a major role in COVID-19 recovery and ongoing mitigation efforts.

Support Site Postal: A Great Team Doing **Team Doing Great Things**

By Mass Communication Specialist 1st Class Scott Wichmann U.S. NAVY COMMAND 6TH FLEET

PUBLIC AFFAIRS The van arrives almost every morning like clockwork. As it backs into place, a large

black metal barrier slides open. Another delivery is about to be processed.

Under fluorescent lights, a small crew of service members and civilians quickly line up at the open van doors to form a human chain, maintaining social distancing and wearing masks, unloading and handing off large purple bags filled with letters, boxes of assorted sizes containing products ordered online, and care packages from loved ones far away.

While some base departments have seen their operations slowed by the COVID-19 pandemic, the staff of the Naval Support Activity (NSA) Naples post office, attached to NAVSUP Fleet Logistics Center (FLC) Sigonella, has seen its workload double, highlighting its importance as one of the most essential and relentlessly hard working departments on the installation.

"Because of the pandemic, a lot of mail has been backed up coming through different routes," said support site postal clerk Logistics Specialist Seaman Oralia Ortiz. "One of our big challenges has been to catch up and make sure all that mail gets to where it's going."

Marine Sgt. Montonio Kenan, NSA Naples postal supervisor, said the biggest challenge facing his 10-person team, made up of six Sailors, two Marines and two Italian nationals, has been distributing mail fast enough to make room for more incoming deliveries.

"There was a point about two weeks ago where we were slammed," said Kenan. "We didn't have any space on any shelves and we still had a lot of mail to process in."

Kenan said the postal unit had to work even harder when social distancing measures



Francesco Ciccarelli, postal clerk (right), and Logistics Specialist Seaman Oralia Ortiz sort and organize incoming mail at the Naval Support Activity (NSA) Naples Support Site post office, attached to NAVSUP Fleet Logistics Center (FLC) Sigonella, April 30, 2020. - photo by Mass Communication Specialist Chief Justin Stumberg

forced them to operate under a staggered work schedule, breaking an already beleaguered crew into two separate shifts. "We knew it was something we had to do," said Kenan, of the change, "so we made sure we had people who could cover all responsibilities on both shifts and made sure there was a balance with the schedule. When things got more demanding, we overlapped the shifts to make everything run smoothly."

According to Ortiz, the contribution the postal team receives from their Italian host nation employees has been invaluable, from providing critical technical support to facilitating communication and even lifting daily morale.

"Our local nationals do everything we do," she said, "from finance to customer service and more. They bring a lot of support by not only communicating with the locals faceto-face, but they also do a lot for us [in the office] by just being happy all the time."

NSA Naples Postal Clerk Francesco Ciccarelli, who joined the team last November after spending several years as a hospitality employee at Navy Gateway Inns and Suites, said the postal team has been working diligently to distribute the incoming mail as fast as it arrives. "Unfortunately

because of the coronavirus, the whole transportation system has been affected," said the 34 year-old Naples native. "It's been quite intense. We've been through really, really hard times, but I'm hopeful we are seeing the light now."

Ciccarelli said his American counterparts have made him feel like a valued member of the team since his first day on the job. "If you are supported, your job is just easier," said Ciccarelli. "We are a great team, and since day one I've realized I am supported by everyone. At the same time I try to do my best to help them."

Kenan said Ciccarelli helps in many ways, most notably through his willingness to proactively take ownership of whatever issues arise on a given day. "He's one of the hardest workers here," said Kenan, of his Italian co-worker. "He comes up and takes things off my hands and says 'I've got it, Sergeant.' He's a wonderful addition to the team."

Ciccarelli said the feeling of appreciation goes both ways. "They're the best, they really are," said Ciccarelli, of his Navy and Marine Corps co-workers. "We support each other personally and professionally, and I know I always have someone to count on."

"It's fundamental," said Ciccarelli, "if you don't have a great team, you cannot do great things."

Ortiz said her team also appreciates the support they have received from many postal-certified service members in other units who often volunteer their time to help ease the workload on the postal staff. "A lot of people have been volunteering and we are very thankful for that," said Ortiz. "The postal qualified Sailors that are coming by to help are making a big difference, even if it's just dropping letters in mailboxes for a few hours. Every bit helps."

Kenan said the best way support site personnel and their families can assist his team's efforts is to promptly show up to claim their mail as soon as it arrives. "We can't process mail if we don't have space," said Kenan. "So please, come pick up your mail."

Ortiz also offered a suggestion for those customers awaiting packages or having issues with outgoing or incoming mail delays. "Just be patient," said Ortiz. "We're always trying to work to make things better. We know that it can be very stressful waiting for mail, but little by little we're trying to make things go faster and smoother."

Ciccarelli reinforced the importance of adhering to social distancing guidelines, whether in the post office or anywhere else, and provided a uniquely Italian perspective. "I think in every environment it's important to follow the procedures and it's very, very hard for Italians because we don't have boundaries," said Ciccarelli, with a laugh. "We just hug each other and kiss each other all the time. So if we can make it [through this], then you should have no problem."

Kenan offered a word of encouragement, leadership and solidarity for his team and for his postal customers.

"Everybody just stay safe," he said. "Adhere to the decrees and the policies, and eventually we'll all be back out in the world. In the meantime, remember, we're all in this together." 🌻

ith the COVID-19 pandemic affecting missions worldwide, the NAVSUP Fleet Logistics Center (FLC) Bahrain Fleet Mail Center (FMC) supported mail operations throughout the U.S. 6th Fleet, while supporting normal operations in the U.S. 5th Fleet area of responsibility, April 6. On that date, several commercial airlines suspended flights to Europe. So

Sigonella.

Souda Bay.

"It's such an unpredictable world we live in," noted Tim Lynch, regional postal manager of NAVSUP FLC Bahrain. "I have been doing this for over 30 years. I'm really proud of how the entire NAVSUP team pulled together and got the job done.

"This COVID-19 pandemic is going to make people think outside the box and look at alternative solutions for many of the things we have done on a routine basis for years. It keeps the job interesting, that's for sure," Lynch said. U.S. 6th Fleet mail has resumed direct flights from the U.S. to Europe FPOs and mail continues to flow daily through NAVSUP FLC Bahrain FMC for deployed units in the U.S. 5th Fleet theatre of operations. *****

Bahrain Fleet Mail Center Steps Up to Support 6th Fleet with Mail Operations

By Kambra Blackmon

OFFICE OF CORPORATE COMMUNICATIONS. NAVSUP FLEET LOGISTICS CENTER BAHRAIN

the NAVSUP FLC Bahrain FMC received about 52,000 pounds of mail from the United States, with little advance notice, to reroute to forces in Italy, Greece and Spain. This influx came on top of the usual mail support to 50 homeported and deployed ships and Fleet Post Offices in Bahrain, Djibouti, and the United Arab Emirates.

The FMC personnel persevered to overcome flight delays and storage challenges and coordinated the delivery of 250 pallets of mail with NAVSUP FLC

"Our biggest challenge was finding space for the additional mail," said Thomas Lewis, FMC manager of NAVSUP FLC Bahrain. "We understand the importance of moving the mail and supporting our fellow Department of Defense (DoD) personnel assigned to the various bases in Spain, Italy and

"These countries have approximately 25 FPO zip codes that provide mail delivery services to numerous commands, ships and DoD sponsored personnel. We take tremendous pride in that," Lewis said.

Mitigating risk associated with the COVID-19 virus was another change the FMC had to endure to protect themselves and others from contracting and spreading the virus.

"Some precautions we've taken are the use of gloves and face masks," said Sgt. Joshua Jackson of NAVSUP FLC Bahrain FMC. "We frequently remind people not to touch their face with their hands. We have hand sanitizer stationed in various locations and do daily checks to see if they need refilling. "Additionally, we wipe down workspaces daily," Jackson continued. "The entire warehouse and office spaces were recently sprayed with disinfectant so we are taking all necessary precautions by doing everything we can to eliminate being affected by it."

NAVSUP Fleet Logistics Center Yokosuka Site Sasebo Personnel Jump into Action to Support **Helicopter Operations**

By Lt. Thomas Knowles

LOGISTICS SUPPORT OFFICER, NAVSUP FLEET LOGISTICS CENTER YOKOSUKA SITE SASEBO

> ne team, one fight. This principle extends beyond the immediate office and touches services and service providers that may operate across the sea or even the same base. NAVSUP Fleet Logistics Center (FLC) Yokosuka Site Sasebo prides itself on being part of a community that incorporates multiple logistic activities intrinsically working together to support the warfighter.

A recent example of Site Sasebo's warfighter support comes from a last minute collaboration and coordination for USS Rafael Peralta (DDG 115) helicopter operations at Commander Fleet Activities Sasebo (CFAS).

Site Sasebo's Lt. Thomas Knowles, Logistics Specialist 1st Class Perry Lee Herrera and Logistics Specialist 1st Class Aisha Ross received a late-breaking request for support from the Rafael Peralta supply team to assist Ens. Marcus Burdios, supply officer, Naval Beach Unit 7 (NBU 7), for emergency casualty report (CASREP) transfer.

The Site Sasebo team received word of the helicopter operation on March 23, slated for early morning kickoff on March 24. Due to constrained communications, the logistics support representatives (LSR) and support staff had to diligently work together. Knowles arranged the operation with CFAS port operations and synchronized the efforts of NBU 7, Defense Logistics Agency Distribution (DLA-D), Site Sasebo fuels department and the LSRs into a single collective.

Without delay, Ross and Herrera reached out to Burdios to begin coordination and set up transfer for CASREP. NBU 7 personnel would meet the Site Sasebo LSR team in the morning and be escorted to Site Sasebo's Akasaki fuel terminal helicopter pad.

Subsequently, Logistics Specialist 3rd Class Jonathan Schroeder, DLA-D, took the initiative and identified four other CASREPs that were slated for delivery to Sasebo. He expedited their processes and prepared emergent material for delivery. Excellent foresight by Schroeder allowed Rafael Peralta to receive mission critical CASREPs ahead of schedule and utilized the helicopter operations as an opportune lift.

Mere hours before arrival at 3 a.m., Rafael Peralta personnel contacted Herrera for an emergency medevac requirement. Herrera coordinated with CFAS medical personnel and confirmed ambulatory care would be on site for transport of an injured Sailor.

All services supporting the operation were coordinated and arranged cohesively. Site Sasebo's LSRs and fuel personnel, DLA-D, NBU-7, CFAS medical and port operations personnel were on standby at the helicopter pad at 7:00 a.m. on March 24.

Mission objective: complete. #

Souda Bay Receives Large Mail Shipment

By Joel Diller

PUBLIC AFFAIRS, U.S. NAVAL SUPPORT ACTIVITY SOUDA BAY

Naval Support Activity (NSA) Souda Bay received more than 5,000 pounds of mail delivered through the U.S. Postal Service and Military Postal Service April 23. Postal Officer Stephen Boyd said that before COVID-19, the post office would receive mail shipments daily. But now, because a truck only brings mail once a week from Sigonella, Italy, mail is received in one large delivery which they process in one afternoon. "We're getting a whole week's worth of mail in one day," said Boyd.

NAVSUP Fleet Logistics Center Sigonella Site Souda Bay Sailors and postal workers transferred packages and mail bags from cardboard shipping containers into a van at the cargo warehouse. At the post office, workers formed an assembly line to load packages onto a conveyor belt to be scanned and passed through an X-ray machine. Package slips are filled out and placed into customer's mailboxes.

Once all the mail has been processed, Boyd said he sends an email out to Team Souda with the box numbers that received mail. "The email notification is just to keep people from congregating at the post office and coming to the post office unnecessarily to pick up mail," said Boyd. "We're just trying to keep them home, keep them safe, unless they have something to come pick up." Of course, the email also lets people know to come pick up their packages to make room for future deliveries. "If we can't get it out, we can't get more in," said Boyd. "We have to keep it flowing."

Right, from top to bottom:

Logistics Specialist 2nd Class Natoya Osagi hands off a package to Logistics Specialist Seaman Keith Amarillo as Logistics Specialist 2nd Class Jarrod Stone removes a package from a cargo van at the post office onboard Naval Support Activity Souda Bay, Greece.

Logistics Specialist Seaman Daanzae Blandwarren scans a package on a conveyor belt before it enters an X-ray machine at the post office onboard Naval Support Activity Souda Bay, Greece.

Packages delivered through the U.S. Postal Service to Naval Support Activity Souda Bay, Greece, are loaded onto a conveyor belt at the post office.

Postal Officer Steven Boyd, Naval Support Activity Souda Bay, Greece, removes a package from an X-ray machine at the post office. -photos by Joel Diller



Personnel from Helicopter Maritime Strike Squadron 49.5 arrive at NAVSUP Fleet Logistics Center Yokosuka Site Sasebo's Akasaki fuel terminal helicopter pad in support of an emergency casualty report transfer.-photo by Logistics Specialist 1st Class Perry Herrera

NAVSU









NAVSUP Fleet Logistics Center Pearl Harbor Supports NASA's SpaceX Demonstration Mission 2

By Shannon Haney

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER PEARL HARBOR

A SpaceX Falcon 9 rocket carrying NASA astronaut and retired Marine Corps Col. Douglas Hurley and fellow crew member Robert Behnken is launched from Launch Complex 39A on NASA's SpaceX Demo-2 mission to the International Space Station, May 30, 2020, at NASA's Kennedy Space Center in Florida. The mission with Hurley, a former test and fighter pilot, marks the resumption of human space flight from the United States. –photo courtesy of NASA by Joel Kowsky When the first launch of astronauts from American soil to the International Space Station in nine years occurred, Naval Supply Systems Command Fleet Logistics Center (NAVSUP FLC) Pearl Harbor personnel were on duty to support NASA's SpaceX Demonstration Mission 2 onboard Joint Base Pearl Harbor-Hickam.

To deliver contingency support, personnel with NAVSUP FLC Pearl Harbor's Air Force component, 647th Logistics Readiness Squadron, and NAVSUP FLC Pearl Harbor's fuel department were staged to provide logistics support for contingency search and rescue efforts in case a mishap forced the astronauts aboard the spacecraft to abort the mission during launch and splashdown in the Pacific region.

"It was a true honor to be a small part of the SpaceX mission," said Capt. Trent C. Kalp, commanding officer, NAVSUP FLC Pearl Harbor. "Our Sailors and Airmen were the epitome of the joint force working together to provide logistic solutions to a new era of spaceflight."

NAVSUP FLC Pearl Harbor's fuel department provided fuel to aircraft on standby. Simultaneously, the 647th Logistics Readiness Squadron's combat mobility flight provided logistics solutions with transportation, storage and the upload of a jump package consisting of boats and support equipment.

"This mission embodied the wingman concept and showed our younger Airmen what teamwork looks like in action," said Staff Sgt. Waite Rowland, 647th Logistics Readiness Squadron combat mobility flight supervisor. "Tm honored to be selected to be part of this historic mission. Being part of this mission showed me that I'm part of something bigger than myself, something that's going to help a lot of people."

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U.S. Air Force 647th Logistics Readiness Squadron and Pararescue Airmen prepare a C-17 Globemaster III for NASA's SpaceX Demonstration Mission 2 on Joint Base Pearl Harbor-Hickam, Hawaii.

ROUND NAVSUP

Equipment sits on a C-17 Globemaster III in support of NASA's SpaceX Demonstration Mission 2 on Joint Base Pearl Harbor-Hickam, Hawaii.

U.S. Air Force Staff Sgt. Micah Lowe, 647th Logistics Readiness Squadron load planning specialist and Staff Sgt. Waite Rowland, 647th Logistics Readiness Squadron combat mobility supervisor, move cargo onto loading trucks on the flightline on Joint Base Pearl Harbor-Hickam, Hawaii. –all photos by Airman 1st Class Erin Baxter A NEX Guam associate pulls merchandise to fulfill NEX Quarantine Support Program orders from Sailors currently on restriction of movement orders per their command. –photo by NEXCOM Public Affairs

Right: NEX Great Lakes, Illinois, Student Store implemented a NEX Quarantine Support Program to support students on Restriction of Movement on base.

NEX Creates New Program to Bring the Store to a Sailor's Door

By Kristine Sturkie PUBLIC AFFAIRS, NAVY EXCHANGE SERVICE COMMAND

The Navy Exchange Service Command's (NEXCOM) "NEX Downrange" Program was originally created overseas to support troops who are forwarddeployed without access to a NEX. Due to the impact of the COVID-19 crisis, the program has transformed into a quarantine support program to support service members who have either been placed on restriction of movement (ROM) by their commands or aboard a ship in port overseas and unable to disembark.



Above: A NEX Bahrain associate prepares an order for delivery through the NEX Quarantine Support Program. –photos by NEXCOM Public Affairs



Since early April, the NEX Downrange Program, or now also known as the NEX Quarantine Support Program, has been adopted by over 20 NEX locations around the world and filled over 15,000 orders of over \$100,000. The program will continue to expand to other NEX locations where there is a need.

At most NEX locations, service members can submit an order and pay for their merchandise via a secure encrypted internet site. The customer receives an email acknowledging the order and an estimated time the order will be delivered or will be available for pickup by the Sailor's command. Customers can purchase a variety of items from the NEX including food, non-alcoholic beverages, electronics, personal hygiene products, health and comfort items, and sports nutrition and cleaning supplies. Due to social distancing guidelines, all orders are delivered or picked up without coming into close contact with the associate or customer.

"NEXCOM's sole mission is to support our Navy, our Sailors and their families, especially in times of crisis," said Greg Thomas, senior vice president, NEXCOM Operations. "Now, more than ever, our command must get creative and dig deep to support our service members, and this program does just that. For everyone's safety and well-being, these men and women can't come to a store... so we're bringing the store to them."

NEX locations that are providing the downrange or quarantine support program include Bahrain; Guam; Djibouti; Jebel Ali, Dubai; Guantanamo Bay, Cuba; Naples, Italy; NEX Jacksonville, Key West, Orlando and Pensacola, Florida; NEX Newport, Rhode Island; NEX Great Lakes, Illinois; NEX San Diego; NEX Norfolk, Little Creek and Oceana, Virginia; NEX Bremerton and Everett, Washington; NEX Pearl Harbor; and NEX New London, Connecticut.

At NEX Bahrain, its downrange program has evolved into a Ship Support Program to provide Sailors who are unable to disembark from ships in port at Naval Support Activity Bahrain. Prior to a ship's arrival, the NEX receives and fills any merchandise orders and delivers



ROUND NAVSUP

NEX Bahrain Distribution Center associates prepare NEX Quarantine Support Program orders for a portside delivery to a ship in port at NSA Bahrain. –photo by NEXCOM Public Affairs

them portside. To date, NEX Bahrain has filled 1,004 ship orders with total sales of \$64,000. Its Shaikh Isa mini mart fulfilled 303 orders from April 24 - June 7 for \$10,700 in sales.

NEX Guam implemented its version of the program to support Sailors placed on ROM and, within the first 24-hours of the program's inception, filled over 60 orders. After a successful first week, the NEX Guam general manager received a note stating, "I cannot tell you how much of a force multiplier you and the NEX team have been. Every time you've been asked to assist, you and the team not only accepted the challenge, you exceeded all expectations with speed and agility. You have, once again, proved that your NEX Guam team is more than a brick-and-mortar store. Team NEX Guam's efforts have made immediate and positive impact on the crew and this community."

Stateside, NEX Great Lakes, at Navy Recruit Training Command is currently utilizing the program to support all new recruits who have been placed on ROM, and since the beginning of April has filled nearly 3,000 orders with total sales of \$21,802. At NEX San Diego, where ROM Sailors are located all around the installation, they have adapted the program to provide a wide range of food delivery services and an online order system where their command representatives are able to also pick up items at the QMart. NEX New London started its program for those students at the Naval Submarine School placed on quarantine, and has received 303 orders with total sales of \$15,503. Additionally, NEX Pearl Harbor opened up its program in early April, and has fulfilled 371 orders totalling \$36,456 in sales.

The NEX Downrange and Quarantine Support Program continues to be shaped and molded based on a particular installation's need. Customers interested in finding out more information on this program should contact their local NEX.

NEXCOM's six business lines have been industrious and determined to get Sailors and their families what they need in this ever-changing COVID-19 crisis. *****



Christian Esmilla, warehouse worker at Navy Exchange Service Command's Northeast Distribution Center in Suffolk, Virginia, readies a shipment of face coverings. –photo by NEXCOM Public Affairs

Signed, Sealed and Delivered— 550,000 Cloth Face Coverings from NEXCOM to the Fleet

By Kristine Sturkie

PUBLIC AFFAIRS, NAVY EXCHANGE SERVICE COMMAND

Since early April, the Navy Exchange Service Command (NEXCOM) has delivered just over 550,000 cloth face coverings to the fleet. Utilizing existing vendor relationships, NEXCOM was able to procure and deliver the first 100,000 face coverings within one week of the NAVADMIN 100/20 release which requires the wear of cloth face coverings if six feet of distance cannot be maintained.

"As a Navy command, NEXCOM truly understands the needs of the Navy," said NEXCOM Chief Executive Officer Robert J. Bianchi. "Immediately after the NAVADMIN was released, our NEXCOM team jumped into high gear to fulfill this new directive. We were able to quickly lean forward and steer into unchartered water to fill the void until the Defense

"As a Navy command, NEXCOM truly understands the needs of the Navy," said NEXCOM Chief Executive Officer Robert J. Bianchi.

Logistics Agency came online with face coverings."

NEXCOM buyers worked with three manufacturers, Brooks Brothers, Taylor Brand and Sewell, to procure cloth face coverings. Once the cloth face coverings were made, they were sent to one of NEXCOM's 11 distribution centers around the world for distribution to the fleet. The first shipment of cloth face coverings went to the USS Theodore Roosevelt (CVN 71) and the U.S. Navy Ceremonial Guard. Since then, the face coverings have been sent to Navy commands around the world.

NEXCOM's unique mission and six business lines ensured the cloth face coverings got to where they were needed and could withstand the rigors of the Navy and shipboard life. Since the product is made out of technical fabric, which has more filtration than cotton, NEXCOM's Navy Clothing & Textile Research Facility conducted extensive wear and wash tests. Their tests resulted in proper procedures for ships and Sailors to launder the cloth face covering and a determination that they can withstand shipboard washings. Once those procedures were finalized, NEXCOM's Ships Store Program worked with supply officers aboard ships for dissemination of instructions.

"NEXCOM is here to support our Navy and our military members in any way we can," said Bianchi. "We are proud to be a part of the process to help keep our military members safe during the COVID-19 pandemic."







Left: Mary Mckibben, warehouse worker at Navy Exchange Service Command's Northeast Distribution Center in Suffolk, Virginia, readies a shipment of face coverings.



Left: Lt. Margaret Straw, assigned to Navy Exchange Service Command assesses the wear and functionality of cloth face coverings to stem the spread of COVID-19.–photos by NEXCOM Public Affairs DEPARTMENT OF THE NAVY CODE NOCC NAVAL SUPPLY SYSTEMS COMMAND 5450 CARLISLE PIKE SUITE 309 - 112 MECHANICSBURG PA 17050 - 2411

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A Note from Ret. Rear Adm. Dan McKinnon, 36th Chief of Supply <u>Corps</u>

Transitions can be special, and I know this week is very much that way for both of you. There may not be the usual grandeur and formality, but leadership is leadership, and history is history. Both 48 and 49 are strong numbers.

The first time I observed the passing of responsibility for our unique Navy staff corps was in January 1973. I have not missed many since. The reasons are good, times are difficult, but the future of the two sets of command responsibilities you both are assuming are bright.

Michelle and Pete, you have my respect and best wishes, for you and for your families.

-Dan McKinnon