

THE NAVY SUPPLY CORPS

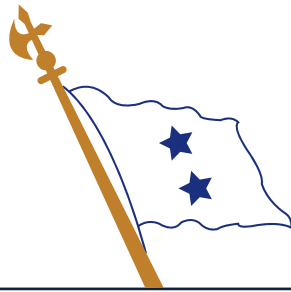


Newsletter

Fall 2020



GREETINGS FROM
USS GERALD R. FORD
(CVN 78)



A Message from the Chief of Supply Corps

It is a great honor to have been selected to serve as Commander, NAVSUP and 49th Chief of Supply Corps. I look forward to leading our supply community while we improve warfighting readiness, strengthen the unity with our mission partners and allies, and build highly motivated and competent teams.

With over 25,000 Active & Reserve Officer and Enlisted personnel, spanning every community (Surface, Aviation, Undersea, Expeditionary, Special Operations, etc...), and a US Civil Service workforce of over 7,000, the Supply Community's collective strength and perseverance are stronger than ever. Despite COVID-19, we have embraced the challenges this year has brought us, harnessing new experiences to drive continuous innovation. Your steadfast dedication to duty, while shouldering personal responsibility at the same time, has been instrumental to limit the spread of this virus, and shows me you are always adapting to advance the mission.

The ability to adapt and persevere in an increasingly global, interconnected, and intensely competitive environment is critically important to logistics in the 21st century. This environment demands our very best leadership, engagement, and alignment, using a whole-of-Navy approach. To create the supply chain performance we need, it's imperative that we manage supply chains differently, no longer accepting uncoordinated and fragmented decision-making. To meet this challenge, we have launched Naval Sustainment System-Supply (NSS-Supply)—a new design approach that will dive deeper and broader into our supply chains and drive end-to-end supply chain reform.

This is certainly an exciting time to be a Navy Supply Corps Officer. With our collective strength, I'm confident we will succeed in the expeditious delivery of supplies, services and logistics solutions to the warfighter today, tomorrow, and always.

Thank you,

Do Good...

Do Right...

Do What is Honorable...

P.G. STAMATOPOULOS
RADM, SC, USN



NEWS FROM THE Command Master Chief

Supply family,

Autumn is upon us, where has the time gone in this virtual world of ours? This will be my first autumn in Mechanicsburg, and I'm looking forward to the trees changing as the foliage here is beautiful.

This issue highlights our supply team's daily contributions in response to the COVID-19 pandemic and to the mighty aircraft carrier, USS Gerald R. Ford (CVN 78). But, before I touch on those topics I will make a few public service announcements.

First – Advancement results. We've done well across the board, congratulations! For those selected, I challenge you to put your boss out of a job, whoever that boss may be: a second class, an LPO, a chief. I challenge you to continue to mold a legacy of excellence in your new leadership role. For those not selected, keep at it, ask the questions, and stay positive; your time will come. Read more – lead more, for both groups!

Second – Career updates and changes. There are a lot of changes ranging from PFA to advancement and evals. Visit the MyNavyHR site regularly and get on NPC to look at new NAVADMINs and ALNAV's at least once a week. Own your career and know all of the potential options for growth and advancement.

Third – Leadership. As you may have noticed, we have a new commander of NAVSUP, Rear Adm. Peter Stamatopoulos. He's passionate, he's real, and he's all in. He's the kind of leader you get pumped to go to work for; quite similar to his predecessor. He was the perfect selection to take the strongly burning torch from Vice Adm. Skubic and take our supply team to the next level. If you haven't had a chance to check out his bio, please do.

And, if you haven't heard, Vice Adm. Skubic has continued onward and upward, representing the supply family with brilliance. She was selected and confirmed to be the very first female Supply Corps officer in history to achieve the rank of vice admiral and is now serving as the director of the Defense Logistics Agency. The supply legacy is strong, shipmates.

Okay, onto COVID-19... though I'm a little tired of talking about COVID, it's not going anywhere anytime soon. So it has become a part of our daily battle rhythm as we execute critical missions; it continues to be our new "norm."

Stay positive, embrace the change, and stay vigilant. Continue the practices that you've heard so many times. Face coverings, hand washing, distancing, sanitizing. More importantly, please make sure you're coupling those with communication (stay close despite the distance), wellness (use resources when you need them), awesomeness in mission accomplishment, fitness, and a little more sanitizing.

Lastly, a bit on Ford – "Integrity at the Helm" – a first-in-class, first redesign of an aircraft carrier in over 40 years. 100,000 long tons and over 1,000 feet of freedom honoring our 38th president with its name and motto, while aligning perfectly with our core values of honor, courage, and commitment. So, where do we fit in? Well, funny you should ask... Ford is complex, sophisticated, and lethal and it will need supply experts every step of the way as it continues post-delivery test and trials period and beyond, well into its expected 50-year lifespan.

With over 10 million feet of electrical cable and four million feet of optical cable alone – how important do you think getting the right parts at the right time to Ford will be? How about the 15,000 meals a day our culinary experts will serve? Or the ships store, barber/beauty shop, or laundry that our Sailors will serve in with distinction?

Be proud of your contributions; we own logistical sustainment and supply chain integration across the fleet. We wield the power of determining the quality of life for Sailors and families around the globe. We own Sailor care. Be proud and never underestimate the gravity of your positivity, initiative, competence, and character.

Please know I'm here if you need anything, career or otherwise – shannon.t.howe@navy.mil.

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

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

NEWSLETTER

Fall 2020

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Naval Supply Systems Command
and Chief of Supply Corps

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Cover: The Ford-class aircraft carrier
USS Gerald R. Ford (CVN 78) transits
the Atlantic Ocean. —photo by Mass
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New 49th Chief of Supply Corps Assumes Command at NAVSUP

By NAVSUP Office of Corporate Communications

Rear Adm. Pete Stamatopoulos relieves Rear Adm. Michelle Skubic as Commander, Naval Supply Systems Command and Chief of Supply Corps at NAVSUP Headquarters onboard Naval Support Activity, Mechanicsburg, Pennsylvania. —photo by Russell Stewart



Rear Adm. Peter G. Stamatopoulos succeeded then Rear Adm. Michelle C. Skubic as Commander, Naval Supply Systems Command (NAVSUP) and Chief of Supply Corps, during a change of command onboard Naval Support Activity, Mechanicsburg, Pennsylvania, June 19.

While immediate family members were present, pandemic restrictions precluded an attended ceremony. Nevertheless, Chief of Naval Operations Adm. Mike Gilday delivered remarks via remote video, recognizing the accomplishments of Skubic and Stamatopoulos, as well as those of the supply community.

"The last few months have forced all of us to adapt the way we live and the way we work. Nobody knows that better than the NAVSUP team and our Navy Supply Corps, who have kept our fleet forward deployed and ready for sea during these challenging times," Gilday said.

Gilday stated, "Skubic's work at NAVSUP and as 48th Chief of Supply Corps has been truly transformative. During her tenure, our supply enterprise has become more data driven and, in turn, has delivered more readiness to our fleet. Nowhere was this more apparent than the critical role NAVSUP played in generating 341 mission capable Super Hornets over the past year. She led with transparency, conducting the first Enterprisewide audit in recent history. She understood that transparency builds trust and that I have access very dollar counts in generating naval power to the American people."

"Most importantly, Skubic understood the value of investing in our people—the true source of our strength," Gilday added. "As the Chief of Supply Corps, she modernized officer education and development to better prepare our SUPPOs for this sustained period of great power competition. And, she looked to leverage the talents of our enlisted force through initiatives such as the enlisted contracting officer pilot program."

"Leading the NAVSUP Enterprise and service as the 48th Chief of Supply Corps has been the greatest honor of my career," Skubic said. "As I look at our global portfolio, there is no mission, or line of effort, across the Navy that does not have NAVSUP in a supporting role."

...continued on page 2



We are developing Integrated Supply Chain Management tools and processes to enable our role as the Navy's end-to-end supply chain manager. There is much more work to be done on that front."

Gilday said, "I know that he will carry on her momentum and thinking anew about how to strengthen and sustain our fleet. I'm excited to see where you're going to take our supply enterprise."

Stamatopoulos said, "Adm. Gilday, thank you for your confidence, and Rear Adm. Skubic, for your continued support as together, we work to improve the lethality of our naval forces across the planet earth through the warfighting advantage only NAVSUP and the Supply Corps can provide.

"It is a great honor to have been selected to serve as your Commander, Naval Supply Systems Command and 49th Chief of Supply Corps," Stamatopoulos noted. "I look forward with great anticipation to leading the NAVSUP team – where I stand ready to learn, align, and lead with you in advancing logistics, and

supply chain capabilities to ensure naval forces have the highest level of competence and confidence to close on any adversary anytime, anywhere."

Gilday acknowledged, "We cannot provide the stability and security our national leadership demands without you—the nearly 47,000 members of our Navy supply team."

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, California; chief of staff, NAVSUP Global Logistics Support, San Diego, California; 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.

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.

Secretary of Defense Dr. Mark T. Esper announced June 9 that the President nominated Skubic to the rank of Vice Admiral and assignment as director, Defense Logistics Agency, headquartered at Fort Belvoir, Virginia.

Skubic became commander, NAVSUP and 48th Chief of Supply Corps July 13, 2018. She is the first female to have served in the dual-role position.

Prior to becoming commander, NAVSUP and Chief of Supply Corps, Skubic was division officer in readiness and services billets, aboard USS Acadia (AD 42), which included deployment for Operations Desert Shield and Desert Storm; supply officer aboard Pre-commissioning Unit (PCU) McFaul (DDG 74), built in Pascagoula, Mississippi; and supply officer aboard PCU George H. W. Bush (CVN 77), built in Newport News, Virginia, which was commissioned to the fleet in January 2009. Additionally, she completed a tour forward-deployed as commander, Defense Logistics Agency (DLA) Support Team in Kuwait, where her team, in concert with other DLA activities, supported U. S. Central Command, U. S. Army Central and other department of defense organizations in sustaining the warfighter's requirements for Operations New Dawn and Enduring Freedom.

Skubic's shore assignments include: services officer and carrier readiness officer at Commander, Naval Air Force, U.S. Pacific Fleet, San Diego; combined bachelor quarters officer and aviation support division officer, Naval Air Station Sigonella, Sicily; deputy department head for program contracts, Naval Air Systems Command at Patuxent River, Maryland; deputy force supply officer, Commander, Naval Surface Forces, San Diego; director of supplier operations, DLA Aviation, Richmond, Virginia; commanding officer, Naval Supply Systems Command (NAVSUP) Fleet Logistics Center Norfolk, Virginia; chief of staff, NAVSUP, Mechanicsburg, Pennsylvania; director, Logistics, Fleet Supply and Ordnance, U.S. Pacific Fleet, Joint Base Pearl Harbor-Hickam, Hawaii; and commander, DLA Land and Maritime, Columbus, Ohio. 🌟

Skubic becomes DLA's 20th Director

By Beth Reece, Public Affairs, Defense Logistics Agency



The Defense Logistics Agency (DLA) welcomed Navy Vice Adm. Michelle Skubic back as its 20th director during an assumption of responsibility ceremony at the McNamara Headquarters Complex July 24.

"I know that she is more than ready to lead and navigate the DLA team to new destinations, through uncharted waters and to new victories," Jordan Gillis, assistant secretary of defense for sustainment, said before transferring responsibility to Skubic from DLA Vice Director Michael Scott.

Skubic previously served as commander of DLA Land and Maritime from June 2016 to June 2018 and director of supplier operations at DLA Aviation from August 2008 to August 2011. She also commanded a DLA Support Team in Kuwait that assisted warfighters deployed to Iraq and Afghanistan. Since June 2018, she's served as the commander of Naval Supply Systems Command.

"It is truly such an honor to be back at DLA. It does feel like a homecoming," she said. "You're inspired every day to find the right solutions to meet the needs of our combatant command, services and our nation, and together we're going to continue to be a learning organization and to keep up the fight, keep up our passion to find solutions."

The admiral described the magic of DLA as being threefold. It includes the DLA workforce, its "mastery" of technology and the agility of the Defense Working Capital Fund (DWCF).

"When it comes to the workforce, I have always felt – I have always known – that the heart of the DLA workforce beats on behalf of the warfighter and this nation. DLA teammates are relentlessly determined to deliver results, whether supporting a fight or a response to a crisis, and we've seen both in recent times," she said.

DLA's pandemic contributions, which include \$1.4 billion in personal protective equipment, ventilators, test components and more, prove employees' fortitude to continue the mission amid challenges, she added.

"You have accomplished this while adapting to different methods, locations, conditions that you weren't used to," she said. "Some have called that 'the new normal.' I call it remarkable."

Advances in automated procurement, improved forecasting, inventory optimization and the use of digital dashboards to track weapons system readiness are also DLA strengths. She called on employees to continue refining technology and building upon innovations started by previous DLA Director Army Lt. Gen. Darrell K. Williams to drive data-based decisions for resources like people, inventory, infrastructure, time and money.

The DWCF will continue enabling DLA support to warfighters and offers the agency flexibility to maneuver sustainment to the right place and time, even when responding to crisis, she added.

"We need working capital fund ninjas," she continued. "We need stewardship, and we need to ask and answer tough questions on how to get it right."

Skubic said the things that matter most to her as a leader include hard work, respect and integrity.

"I ask it of you; you may expect it of me," she said, adding that it is more important now than ever to take care of each other and communicate.

"Asking thoughtful questions in these trying times has never been more crucial. Our teammates have suffered losses of late – some loved ones, some teammates, economic and social trials, so much more. Let's keep the communication strong and take care of each other."

The director also highlighted the agency's strong culture of inclusion and diversity, saying all employees have a role in eradicating hate and being a beacon of dignity and respect.

"May God bless each and every one of you here, online and across our great agency," she concluded. "May he bless our troops and civilians, especially those currently deployed in harm's way. And, of course, may he bless the United States of America." 🌟

How relevant is NAVSUP and the Supply Corps today and into the future?

It is my privilege to have this interview with you and to discuss the important role the Navy Supply Corps plays in securing peace and prosperity in the 21st century. Having the honor to serve 32 years in Navy, Joint and Allied commands the world over, I can say with confidence that our Nation, Allies and Joint Force consider the U.S. Navy's maritime logistics prowess to be a pillar of global stability and critical to assuring the commercial, political and military access we all rely upon. You have much to be proud of, for it's through maritime logistics enablement that we achieve our national defense and security goals.

As the global security environment continues to shift and resources are constrained, Navy leadership has come to appreciate, more than ever, the value of the Naval Supply Systems Command's (NAVSUP) global reach and the professional and technical expertise our Supply Corps and Enlisted community bring to the fight. We must never become complacent, and our contributions to Fleet readiness, sustaining the force, managing global supplier networks and taking care of Sailors and their families must always deliver results.

Logistics in the 21st Century is increasingly global and intensely competitive. It demands our very best leadership, engagement, and alignment from a whole-of-Navy approach. The Supply Corps and Naval Supply Systems Command are a powerful enabler for Navy and the Joint Force. Our presence is felt from the tactical edge in afloat and expeditionary units, across the operational level of war in Geographic and Naval Component Commands, and spans deep and broad throughout Navy readiness generation, supply chain, life cycle logistics and acquisition organizations. In a sense, we are the Navy's neural-nodes for end-to-end supply chain performance and warfighting sustainment, bringing a unique blend of warfighting and business acumen to the table. Together, we have the most comprehensive view of maritime logistics. I only see our capability, capacity and brand getting stronger.

How did your previous experiences prepare you to serve as Commander, NAVSUP, and 49th Chief of Supply Corps?

I would have to say that it all began in the Navy Supply Corps School, which patterned a way of thinking around the essence of our motto "Ready for Sea"—which really describes our Supply Corps mission and culture of being totally focused on logistical support to the Fleet, and more recently the Joint Force. The meaning of "Ready for Sea" formed the foundation of my core commitment to the operating forces and the necessity for high standards, high performance and accountability. This, along with a growth mindset, served me well in a variety of experience tours in submarine, surface, and aviation units, expeditionary, operational logistics staffs, Type and Hardware Systems Commands, Numbered Fleets, OPNAV, and Joint Staffs.

Along the journey, I witnessed a sea of changes in technology, tactics, doctrine, policy, business practices, and profound changes in geopolitics, economy, technology, the operating environment and the precarious balance of regional and global power shifts. I took advantage of education, training and self-study whenever I could, and I learned the value of diversity, inclusion, integrity, competence, moral courage, teamwork, and the power of trust and confidence. Through all these experiential tours, I gained a much broader and outward focus. I learned to appreciate the forces of competition, the value and upward potential in "embracing the red", the importance of hunting for leverage, respect we must have for one another, and respect we must have for change if we are to keep getting better.

Occasionally I'm asked if I like being the "Commander" of NAVSUP and "The Chief" of Supply Corps... I can honestly say that I didn't set a course and speed for this destination; however, now that I arrived, I cannot imagine being in a better place. I'm where I want to be, doing exactly what the Navy has prepared me to do—to represent and lead the dedicated men and women of the Naval Supply Systems Command and Supply Corps, who continue to dedicate themselves to protecting our nation.



An Interview with Rear Adm. Pete Stamatopoulos

What are your priorities as Commander, NAVSUP, and 49th Chief of Supply Corps?

My priorities are simple and centered on winning. They can be distilled into four powerful words, which when unpacked and understood, will unlock an enormous amount of good for each of us, our Navy and the Joint Force – simply said they are Mission, Integrity, Agility and Excellence. This is really important, so let me explain.

Mission – it's all about the mission.

Together, NAVSUP and the Navy Supply Corps have many great missions to perform! We are Fleet-focused, global postured, relevant and always “Ready for Sea.” We conduct and enable supply chain management, acquisition sustainment and operational logistics activities with our mission partners to generate readiness and sustain naval forces world-wide to deter and win decisively. This is what I believe to be NAVSUP's competitive advantage and the Supply Corps' winning proposition.

Integrity – It's our Gold Standard.

Honest and trusted teams are a must for mission accomplishment. It is integral to great power competition and winning in the complex digital and disinformation environment, inherent in 21st Century hybrid warfare. I think of integrity as a dynamic and living entity; it grows or diminishes with every action you take, making it the most indispensable element in your professional life, and therefore, it must be preserved and protected at all costs. Integrity, as a value for the Supply Corps and NAVSUP, must be uncompromising.

Agility—Always learning, adapting, and teaching to advance the mission.

The COVID-19 pandemic has been a stark reminder of how volatile, uncertain, complex and ambiguous the operating environment actually is. To survive and thrive in a competitive environment, winning once is not enough—to learn, focus, align, adapt, and advance. For example, Navy supply chains are large, complex, costly, untimely, and do not generate sufficient readiness. To meet these challenges head on requires our individual and collective agility in what I call “intelligent adaptation”—to build better, stronger and more resilient supply chains to enable us to win as the environment changes around us. Agility is never being complacent or embracing the status quo, rather, it is inviting of contrary views to advance our mission.

Excellence – unrivaled acquisition, supply chain, logistics and operational expertise to achieve mission success.

As Supply Corps Officers and NAVSUP employees, we must strive relentlessly for excellence. I value an open, transparent, and competitive environment where trust and “fearless communication” drives us to achieve our full potential by achieving mission success. Complacency and the status quo have no place because we are all about winning, getting to great and delivering high-impact results to our Navy, Joint and Allied mission partners.

Why is Navy implementing NSS-Supply, and what is the goal?

As Navy has worked together to drive improved readiness outcomes across the force, we've seen that our supply chains are not universally performing at the levels required to sustain the mission performance we demand. I saw a clear opportunity to close the gap to that standard.

To create the supply chain performance we need, it's imperative that we align and manage supply chains differently, no longer accepting uncoordinated and fragmented decision-making. To drive that outcome with a sense of urgency, I proposed a new design approach



to VCNO called Naval Sustainment System – Supply (NSS-Supply) to drive end-to-end Navy supply chain reform. VCNO embraced the approach and announced the initiation of NSS-Supply on 19 Oct 20, which complements Navy's broader NSS and Performance-to-Plan (P2P) focus.

To hold ourselves (Navy) accountable, we will measure ourselves using an enterprise Supply Effectiveness Figure of Merit (SeFOM), which will serve as our North Star goal. This metric will quantify the supply chain's readiness value – a fundamental shift in evaluating our supply system. The SeFOM quantifies supply effectiveness through the value of readiness per dollar invested. We will use this measurement to drive smarter decision-making and better trade-offs when allocating resources.

Exactly what is Naval Sustainment System (NSS) and how does it differ from Performance-to-Plan (P2P)?

P2P is a top down continuous monitoring process and mindset to accelerate Navy performance improvement through data-driven decision-making and the rigorous application of common-sense business insights and practices. Think of it as aligning operations, activities and investments necessary to realize the performance we plan, program and budget for. For example, P2P-Aviation and NSS-Aviation are being driven by Fleet metrics and the very specific 'North Star' metric of producing 341 Mission Capable FA-18 Rhinos.

Naval Sustainment System (NSS) is a bottom up combination of commercial best practices, process improvements, governance and oversight to maximize effectiveness and efficiencies within available means. Think of NSS-Aviation and the establishment of the Maintenance Operations Cell (MOC)/ Aircraft on Ground (AOG) cell to drive step change increases in operations, activities and processes. The NSS-Aviation worked hard to increase from 269 Mission Capable FA-18 Rhinos in 2017, to realize and maintain on average 341 MC Rhinos in 2020.

Both P2P and NSS rely on trust, transparency, data and "embracing the red", hunting for leverage and output metrics that are linked to clear targets with strategic impact. They also rely on high performance teams that are dedicated to getting into the details, are forward looking and able to converge on a plan to drive greater readiness and affordability. NSS-Supply and P2P logistics must do the same.

How is NSS-Supply different from previous approaches to supply chain logistics?

NSS-Supply spans across the broader Navy to review upstream and downstream supply chain inputs that drive readiness, which is the overarching goal. While previous efforts have attempted to improve readiness, this approach is more holistic in improving Navy's end-to-end supply chain effectiveness.

Who are the key participants of NSS-Supply?

The key participants of NSS-Supply are NAVSUP's mission partners. These include, but are not limited to, OPNAV, FLEET, TYCOMs, NAVSEA, NAVAIR, NAVWAR, DLA and our commercial providers. As the supported command, our role requires us to look deep and broad into how we orchestrate, integrate, and synchronize supply chains within other TYCOM led P2P / NSS efforts, SYSCOMS, and organic and commercial repair activities.

Do you have any closing thoughts or comments?

Yes...over the years, some may recall hearing me say, "If you're not teaching, you're not learning." So if this interview were a lesson, I would summarize as follows:

- We are each charged to produce high-impact and measurable mission outcomes. In order to do so we must be aggressive, action-oriented, smart and courageous.
- Don't sit around and watch what happens, or worse, wonder what happens...be part of the larger team and get out there virtually (over MS Teams) or in person (wearing a mask/social distancing) and make things happen for mission success!
- Winning is comparable and measurable. Be forward looking—establish clear target outcomes that have Fleet readiness impact – converge on a plan and EMBRACE THE RED!
- Get into the details, data, find leverage, measure, elevate barriers and continuously assess if you're "on plan" or "off-plan." Always think Fleet "mission" before product lines & services.

I say again, we should never be complacent, nor should we embrace the status quo. Remember YOU and YOUR TEAMS are empowered to do your job, support the mission and to win!

Do Good

Do Right

Do What is Honorable.

Navy Kicks Off Naval Sustainment System Supply

Top Navy leaders met Oct. 19 at the Pentagon to kick off Naval Sustainment System (NSS)-Supply, ushering in a transformative approach to aligning and managing supply chains differently via an integrated, strategic methodology to boost Navy readiness.

Vice Chief of Naval Operations (VCNO) Adm. William Lescher welcomed the steering group, which included representation from multiple Navy commands along with Commander, Naval Supply Systems Command (NAVSUP) Rear Adm. Peter Stamatopoulos, who will lead NSS-Supply going forward.

The group provides direction and oversight to the NSS initiative, an integrated approach to improving targeted areas of operation with the goal of increasing sustainability and readiness by applying commercial best practices, process improvements, governance and oversight to maximize efficiencies within available means.

“To create the supply chain performance we need, it’s imperative that we align and manage supply chains differently, no longer accepting uncoordinated and fragmented decision-making,” said Lescher.

Stamatopoulos briefed his NSS-Supply vision to develop a strategic scale framework to create the supply chain performance the Navy needs not only to fight tonight, but also for the future fight.

“Leveraging lessons learned from other Navy performance initiatives, particularly NSS-Aviation, we benchmarked the Navy against best-in-class industrial companies, which also sustain globally deployed equipment and operate complex supply chains,” Stamatopoulos said. “The commercial benchmarks have revealed gaps in Navy business functions and opportunities for improvement. We can close these gaps through better orchestration, integration and synchronization across the supply chains.”

Stamatopoulos went on to say, “Our commercial benchmarks highlighted the need for a single metric that quantifies the supply chains’ value generated—profit in commercial industry, readiness in Navy

context—per dollar invested. This is a fundamental shift in evaluating our supply system. The figure of merit quantifies supply effectiveness through the value of readiness per dollar invested. We will use this measurement to drive smarter decision-making and better trade-offs when allocating scarce resources.”

Supply chains in the 21st century are increasingly global, interconnected, and intensely competitive. Stamatopoulos aims to incorporate expert leadership, engagement, and alignment from a whole-of-Navy approach to initiate a multi-year journey, which focuses on pursuing an increase in organic repair; achieving better-than-industry time to move parts; managing cash in new ways to maximize readiness; expanding competition with suppliers while deepening supplier partnerships; increasing predictability; and integrating existing supply chain resources toward a common goal.

“NSS-SUPPLY is a new approach—a cross-domain ‘mission partner’ approach to coordinate and integrate our supply chains end to end,” Stamatopoulos said. “We will take control of our supply chains and, as a leadership team, set the strategic conditions required for mission performance.”

“NSS-Supply is fundamentally about driving substantially improved performance across the entire Navy using the lever of high performing supply chains. This work requires strong leadership and broad, aggressive, engagement and support across the Navy,” said Lescher.

The steering group will meet periodically to define wins, evaluate metrics, and seek areas of improvement. 🌟



A Message from USS Gerald R. Ford's (CVN 78) Commanding Officer Capt. J.J. "Yank" Cummings



Greetings from mighty warship USS Gerald R. Ford (CVN 78)! Thank you for the opportunity to introduce some of the lesser-known technological improvements on our ship and how they specifically impact the Supply Corps community.

In November 2019, Ford commenced an 18-month phase of operations known as Post-Delivery Test and Trials, and since then we have completed six flawless underways and achieved major milestones that included aircraft compatibility testing, flight deck certification, and carrier air traffic control center certification. Being out of the shipyard and getting back to the business of naval aviation has been fantastic, and our Sailors and ship systems have been performing exceptionally well. Our underways have supported several carrier qualification events for fleet replacement and training command squadrons, and in June we embarked a near-full air wing and conducted cyclic flight operations. Ford is generating readiness for the fleet!

Below decks, the success stories continue. Our trash disposal system, Plasma Arc Waste Destruction System, eliminates waste with a 9,000-degree Fahrenheit plasma arc torch that burns at the same temperature as the surface of the sun and can destroy 500 pounds of trash an hour. The vertical storeroom integration and 10 sizable stores elevators on Ford eliminate the need for replenishment working parties and the Hangar Bay 3 supply mountain. Our conglomerate galleys increase efficiency and food quality for the crew, chiefs, and officers. And our quality-of-life improvements in enlisted berthing and staterooms are the envy of Nimitz-class carriers.

This series of articles will give you a better appreciation for these technological advancements that are not frequently covered, but are vital to providing the first-class customer service for which Ford is quickly becoming known.

Most importantly, our Sailors make the difference. Since departing the shipyards last year, numerous squadron personnel have commented on the marked difference in customer service and ship's attitude on Ford compared to other CVNs. Much of that customer service is directly provided by supply department Sailors.

In the seven years I've been in the nuclear pipeline as executive officer on USS Nimitz (CVN 68), as commanding officer on USS Arlington (LPD 24), and now as commanding officer on Ford, I have a renewed appreciation for the hard, often underappreciated work supply Sailors put forth every day. Remember that you make your reputation and own your reputation. I appreciate your efforts to support the fleet! WE ARE WARSHIP 78! 🌟



Supplying the Future of Naval Aviation

By Lt. Cmdr. Chris M. Buchanan

ASSISTANT SUPPLY OFFICER, USS GERALD R. FORD

The Chief of Naval Operations' Fragmentary Order 01/2019: A Design for Maintaining Maritime Superiority, emphasizes the Navy's commitment to modernizing the force to ensure the Navy is ready to fight now and also to be prepared for tomorrow.

Concepts like distributed maritime operations focus on dispersing warships over vast areas and engaging in a major fight at the fleet level, which fundamentally centers on the carrier strike group. Some of USS Gerald R. Ford's (CVN 78) new, yet less-known technology, will help push the envelope of the sustainment-at-sea capability that is critical to strike group operations.

As the Navy's newest and most advanced aircraft carrier, Ford boasts cutting-edge, technological advancements. Ford incorporates 23 new technologies beyond those found in Nimitz-class ships that will make future carrier operations more proficient and more effective, while also being adaptable enough to support future weapon systems. Some of the well-known advancements include the Electromagnetic Aircraft Launch System, Advanced Arresting Gear, and Advanced Weapons Elevators (AWEs).

As of the writing of this article, Ford has completed four independent steaming events (ISEs), conducting multiple at-sea tests and milestones. Many of these milestones have been highly publicized. In January, Ford completed aircraft compatibility testing, a prerequisite to flight deck certification (FDC) and fully independent flight operations. In March, Ford completed FDC, combat systems AIMC certification, its first-ever vertical replenishment at-sea, and commenced serving as the only carrier qualification asset regularly available on the east coast this year.

At the completion of ISE 10 in June, Ford had conducted 3,480 catapult launches and arrested landings, logged more than 10 thousand AWE cycles, and conducted the largest Carrier Air Wing (CVW)-8 embark and first Carrier Strike Group (CSG)-12 Commander embark. In addition, during this execution of cyclic flight operations with CVW-8, Ford moved thousands of pounds of inert ordnance via AWEs to F/A-18 Super Hornets, employed during close air support and air-to-ground training missions.

Yet, while these systems and events have made headlines, many lesser-known technologies essential to the ship's sustained operations have been critical to the ship's success during multiple ISEs, such as a reverse osmosis system that generates 100 thousand gallons of water more per day than a Nimitz-class carrier, conglomerate galleys that streamline food service requirements, full pallet capable stores elevators utilizing vertical storeroom integration, and Ford's Plasma Arc Waste Destruction System (PAWDS).

In the following articles, you will clearly see why carrier operations are changing for the better and how increasing logistical efficiencies produce greater combat lethality. Vertically integrated full pallet capable stores elevators improve cargo handling across the board for services and logistics; Ford's two conglomerate galleys tout a fresh design and come equipped with state-of-the-art galley equipment; integrated heads in all berthing spaces increases quality of life living aboard, and PAWDS stands as champion over other waste disposal systems.

Integrating new technology and bringing logistics support online is a complicated and challenging endeavor involving multiple major commands. As Ford sails through its Post Delivery Test and Trials milestone-packed timeline—comprising cyclic flight operations with its embarked air wing, full ship functionality, and achieving the highest standards of visual and material readiness—the crew will rely on these lesser-known technologies to improve operational readiness.

The Navy assigned all hands on deck to make Ford ready as a warship because the future of naval aviation for the next 100 years is evolving. The transformational technology installed and operated on warship 78 will support a Navy that is capable of winning wars, deterring aggression, and maintaining freedom of the seas for decades to come. 🌟



Efficient Stores Elevators on USS Gerald R. Ford (CVN 78) Increase Operational Proficiencies

By Lt. Cmdr. Chris M. Buchanan
ASSISTANT SUPPLY OFFICER,
USS GERALD R. FORD

The full pallet capable stores elevators aboard the aircraft carrier USS Gerald R. Ford (CVN 78) are a unique feature that supports almost all of supply department's storage compartments. These elevators were put to the test during a replenishment-at-sea (RAS) with USNS Patuxent (T AO 201) in May.

Ford's first-in-class design uses 10 program-mable logic-controlled, machinery driven elevators, uniquely situated over centralized supply storage spaces through multiple levels, arrayed fore to aft. This vertical integration of centralized storerooms significantly increases storage capabilities and eliminates the need for large ship-force working parties.

Sailors who have served aboard other ships find it shocking that large 50- or 100-man working parties are not used during a logistical resupply. A receiving team can place full

pallets on an elevator, send the load to the proper level, offload the pallet, and then store the entire pallet in the storage space. Cmdr. Carl Koch, Ford's supply officer, explained how Ford's stores elevators increase operational capabilities.

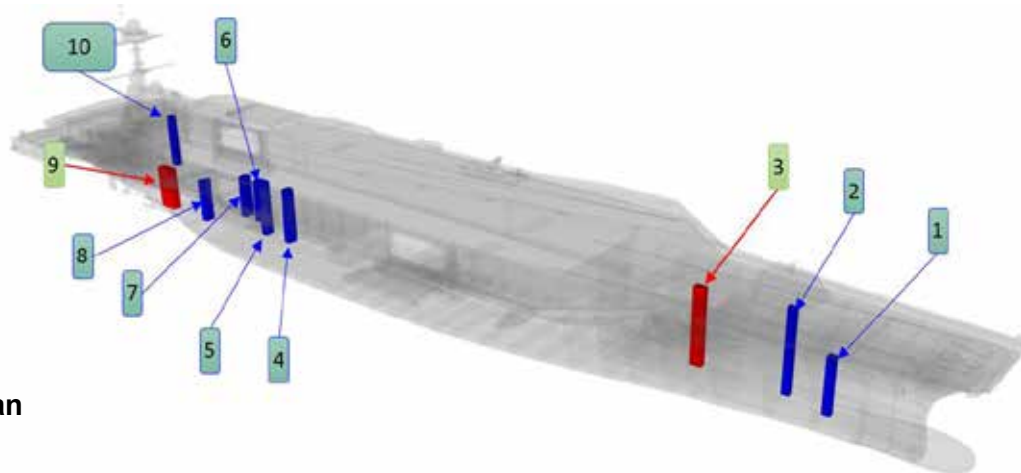
"Stores elevators are a significant advantage Ford-class carriers have over Nimitz-class carriers," said Koch. "They offer a direct benefit to supply department Sailors in providing us the capability to strike full pallets of repair parts and subsistence to the storerooms without breaking them down. After using stores conveyors on Nimitz-class ships and the full pallet stores elevators on Ford, I couldn't imagine going back. This is a tremendous leap forward in our capability and flexibility as a supply department."

To keep the fleet underway and supporting operations, Navy ships conduct a RAS to restock different classes of supplies. During a RAS, pallets of supplies are either passed on

wires strung between both ships called connected replenishment or through vertical replenishment via a helicopter that slings a cargo net-wrapped pallet from underneath its frame ship to ship.

During Ford's RAS with Patuxent, Ford received 425 thousand gallons of aircraft fuel (JP5) and 143 pallets of food. The entire evolution took several hours, but the stores onload of pallets was conducted in two hours with only 18 supply personnel on the flight deck. Once onboard, all pallets were transported from the flight deck to their respective storage compartments, using only supply department manning. All 83 food service pallets were stowed within 75 minutes of receiving them.

In addition, operating multiple stores elevators to stow materials minimizes the time the hangar bay is closed to personnel due to replenishment.



Logistics Specialist Seaman Garren Guerrero, assigned to Ford's supply department, stores elevator 9 in Ford's hangar bay. —photo by Mass Communication Specialist 3rd Class Zachary Melvin





Sailors assigned to Ford's supply department move supplies off the aircraft elevator during a vertical replenishment. —photo by Mass Communication Specialist 3rd Class Connor Loessin



Sailors assigned to Ford's supply department load stores elevator 9 in Ford's hangar bay. —photo by Mass Communication Specialist 3rd Class Zachary Melvin

“As our proficiency improves, we expect to be capable of striking down material at the rate of delivery, which means after a RAS we can return the hangar back to support air operations sooner,” said Koch.

Chief Culinary Specialist and Food Services Cargo's Leading Chief Petty Officer Moses Brathwaite plans and supervises replenishment operations from the hangar bay and delivery to storage compartments.

“In my opinion, the stores elevators on Ford double or triple the efficiency of the Nimitz-class package conveyors,” said Brathwaite. “At full capacity, the ability to load up to 12 complete pallets of stores and lower them straight into centralized storerooms to be placed directly into long-term storage is extremely convenient.”

The CNO's maritime strategy calls for a future Navy with more agile and resilient logistics that provide the capability to employ forces in dispersed, forward environments across the spectrum of conflict. The Ford-class carrier is the future of naval logistics, providing minimal manning and vertical integration of stores elevators over centralized storerooms—a cost benefit that enables carrier operations to be more efficient, ultimately improving lethality by keeping carriers in the fight and on station longer. 🌟



Machinist's Mate 3rd Class Austin LeBlanc, assigned to Ford's engineering department, activates stores elevator 9 in Ford's hangar bay. —photo by Mass Communication Specialist 3rd Class Zachary Melvin)

Airman Malachi Foulks, assigned to Ford's weapons department, serves lasagna on Ford's aft mess deck. —photo by Mass Communication Specialist 3rd Class Zachary Melvin



Bless This Mess, USS Gerald R. Ford's (CVN 78) “Conglomerate” Galleys

**By Chief Warrant Officer
Jason Teasley**

FOOD SERVICE OFFICER,
USS GERALD R. FORD AND

Lt. Cmdr. Chris M. Buchanan

ASSISTANT SUPPLY OFFICER,
USS GERALD R. FORD

When Carrier Air Wing (CVW)-8 flew aboard the aircraft carrier USS Gerald R. Ford (CVN 78) in May, it marked the ship's largest aircraft embark to date. It also marked a surge in the number of personnel aboard this first-in-class carrier, the first new carrier design in more than 40 years. The operation tested a new approach to feeding the nearly 4 thousand-strong force using a breakthrough concept in food preparation and service called conglomerate galleys.

Ford's conglomerate galleys are based on a similar design used aboard the Amphibious Transport Dock (LPD) San Antonio (LPD 17)-class ships that has been employed quite successfully. Ford-class aircraft carriers operate only two galleys, compared to the five galleys on Nimitz-class carriers. To feed the crew and to support CVW-8, Ford's supply department and food service division had to develop standard operating procedures (SOPs) for operating both conglomerate galleys simultaneously.

One centralized galley aft serves meals to the crew, chiefs, and officers from three adjacent sides; and the forward galley serves officers on one side and air crew on the other. The forward galley is only manned when the air wing is aboard, as additional Culinary Specialists (CS) are required for proper manning. Serving multiple lines from one galley ensures consistency throughout the meal, because all of the meal products are coming from the same source and the same CSs. It also elevates the quality of meals for the entire crew and discourages special meals for different messes.

Both galleys are positioned along the ship's centerline and are supported with pallet-capable elevators located over palletized frozen, chill, and dry storerooms.

This vertical integration, with store rooms directly beneath the galley, allows the food service cargo team to easily break out frozen, chill, and dry stores with a relatively small team. Vertical integration also dramatically decreases the need for large 50- to 100-man working parties to support cargo movements, which allows the food service division to operate without disrupting the ship's daily operations.

In addition to the unique design of Ford's galleys, the food preparation spaces are also equipped with state-of-the-art equipment and new tools to make serving more efficient. With options similar to the popular instant pot menu selection, just 1 thousand times more powerful, Rational combination ovens are installed that allow for a more efficient way to serve fast-moving items. These ovens are equipped with a product menu display containing product recognition options that cook just by the push of a button representing the food item.

Rational combination ovens also feature WiFi linking and monitoring capability and are completely self cleaning. During the self-cleaning cycle, the oven turns into a dishwasher and thoroughly cleans itself. Seriously, Sailors can push a button and walk away as the oven

sprays soapy water, enters a cleaning cycle, rinses itself out, and turns off when complete. The chefs do not have to worry about any toxic chemical compounds or sprays to remove cooked-on food because of the oven's self-cleaning function. No more will you see Sailors scraping cooked-on food, scrubbing with steel wool and digging out hard-to-reach corners or boiling oven racks in kettles; they'll just push a button for clean ovens. This becomes useful when using the ovens for grilling steak, which drains off a lot of grease; or should food spill inside the oven.

The conglomerate galley's unique design, layout, and new equipment enable more efficient galley operations, which means fewer personnel needed to support the operation overall. Ford has far fewer food service attendants (FSAs) than Nimitz-class ships, requiring fewer personnel temporarily assigned to supply, allowing Sailors to work in their

designated divisions. Overall, Ford's S2 cargo division is roughly 30 Sailors compared to more than 80 aboard Nimitz-class carriers, and Ford's food service division has at least 90 fewer Sailors than the Nimitz-class, but feeds the same sized air wing.

With the embark of CVW-8, Ford commenced overlapping meal hours from both galleys, requiring some strategic consideration to properly manage skill sets and leadership roles in the distribution of CSs. Yes, you can have too many cooks in one kitchen.

As Ford develops and tests SOPs, food services leadership incorporated a diverse mix of shipboard culinary talent with air wing culinary talent to balance the food service operation throughout the ship. This allowed air wing CSs and their FSAs the opportunity to gain a greater level of knowledge about ship operations as Ford incorporated them in all galley operations.

To support the forward galley operation, CVW-8 provided 16 junior CSs and 54 FSAs. Ship's company CSs were responsible for training the air wing to meet the demanding schedule of feeding nearly 1 thousand air wing personnel. Their training consisted of recipe conversions, time management, proper labeling of food, trash separation, and the ever popular man-overboard mustering while aboard.

While often overlooked and, perhaps, underappreciated, the care and feeding of a ship's crew and embarked air wing is a critical, mission essential task supporting all aspects of a ship's operation. Ford's conglomerate galleys not only get the job done, but the Sailors entrusted with their operation do the task faster, with cooler tools, and with fewer people than ever before across the Navy's fleet of aircraft carriers. ☀



Above: Culinary Specialist Seaman Bryce Jamison, assigned to the "Raging Bulls" of Strike Fighter Squadron (VFA) 37, cooks eggs on a grill in Ford's forward mess decks. —photo by Mass Communication Specialist 3rd Class Brett Walker



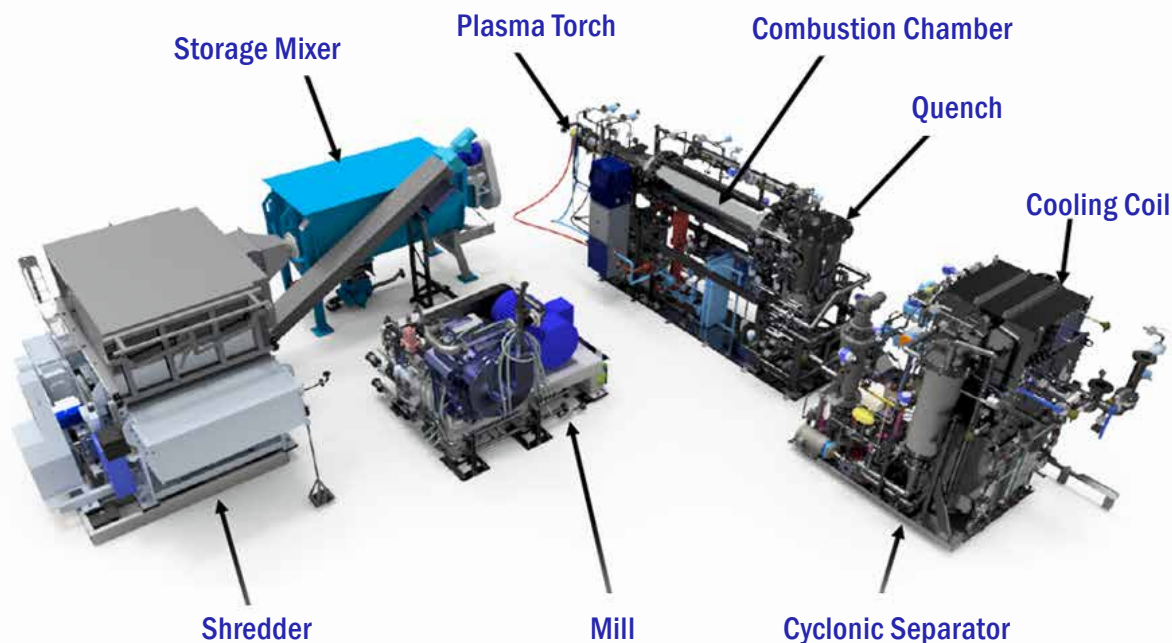
Left: Culinary Specialist Seaman Marilyn Mejiasanchez, assigned to Ford's supply department, with her dessert in Ford's aft galley. —photo by Mass Communication Specialist 3rd Class Zachary Melvin



Culinary Specialist 3rd Class Jashaun Donaldson, Ford's supply department, thaws turkeys on Ford's aft mess deck. —photo by Mass Communication Specialist 3rd Class Zachary Melvin



Plasma Arc Waste Destruction System (PAWDS)



USS Gerald R. Ford's (CVN 78) Lesser-Known, Trash Disposal Technology, Plasma Arc Waste Destruction System

By Lt. Cmdr. Chris Buchanan

ASSISTANT SUPPLY OFFICER, USS GERALD R. FORD

During independent steaming event (ISE) 7, USS Gerald R. Ford (CVN 78) served more than 100,000 meals to the crew and an additional 500 ship riders. The aircraft carrier also processed 42,000 pounds of trash.

For a floating city conducting air operations in an ocean environment, trash disposal is extremely critical but probably the least appreciated aspect of sustained operations. Without a trash disposal system, the ship would be forced to reduce operations, eventually returning to port to off-load trash. Ford currently relies on its critical new technology, Plasma Arc Waste Destruction System (PAWDS), to support the crew and ship riders and to keep the ship fully operational.

PAWDS eliminates more than 400 pounds of trash an hour—that's 400 pounds of diverse trash materials, including plastic, that can be safely discharged while at sea. No trash

products are kept aboard, as was the case with legacy system plastic pucks that required storage and offload in port.

Lt. Cmdr. Michael Knickerbocker, Ford's auxiliary engineering officer, explains that PAWDS fully supports flight operations.

"PAWDS is actually able to process plastic where a traditional compression melt unit can't, eating up valuable storage space for plastic pucks, which is just one more thing to offload in port," said Knickerbocker. "PAWDS' awesome plastic eating capability is due to its vaporizing destructiveness vice material burning, which also allows us to operate PAWDS during flight operations as there is no smoke generated, just a non-viscous vapor."

Through a process of plasma arc gasification—where a plasma torch powered by an electric arc ionizes gas to catalyze organic

matter into syngas primarily made up of hydrogen and carbon monoxide—PAWDS reduces trash to vapor.

Trash aboard must be separated into five different categories before PAWDS can destroy it: metal, plastic, paper, food, and wood, because PAWDS uses an ideal recipe to maximize efficiency. Paper bags of separated trash are fed into a shredder and then into a mill, transforming the feedstock into a lint-like powdered material. This feedstock is then fed continuously into the plasma-fired eductor and chamber, which completely obliterates the waste. The gas produced is immediately quenched, cleaned, and then exhausted to the atmosphere.

While it may not be a pretty process, PAWDS enables Ford's around-the-clock flight operations. ✨



Lt. Lewi Rosure, center, assigned to Ford's supply department, bags items in the Ships Store. —photo by Mass Communication Specialist 3rd Class Brett Walker

First-tour Supply Corps Divisional Officers Pave the Way on USS Gerald R. Ford (CVN 78)

By Ens. Yun Sung, HAZARDOUS MATERIAL OFFICER, USS GERALD R. FORD

Ens. Sean Williams, DISBURSING OFFICER, USS GERALD R. FORD

Lt. William Flores-Mux, HOTEL SERVICES OFFICER, USS GERALD R. FORD

Are you still at the Navy Supply Corps School and undecided with your preferences? Do you want to work alongside hundreds of years of experience in a wardroom of more than 200 officers? Do you want to be aboard the most advanced United States Navy aircraft carrier? Are you looking for guidance and mentorship from Supply Corps commanders, lieutenant commanders, and lieutenants? Do you want to enjoy the camaraderie of fellow Supply Corps junior officers?

If you answered yes to any of these questions, then write USS Gerald R. Ford (CVN 78) on every single inch of your preference sheet. Ford is the only aircraft carrier regularly available on the east coast to conduct carrier qualifications for naval aviators and student naval aviators this year, directly contributing to the national security of the United States.

Not only do you get to experience fighter jets landing on the flight deck, day and night, you get to learn about the best technology on the waterfront. Ford's supply department plays an integral role in operating some of this technology; we enable Ford to do what the ship does best—launch and recover aircraft.

Before launch, the supply department coordinates the onloads and offloads of aircraft and ship repair parts to keep the aircraft running, the flight deck operable, and the crew safe and happy.

The aircraft remain mission capable from the efforts of the logistics supply officers—the stock control officer, aviation stores officer,

shipping and receiving officer, and the hazardous material (HAZMAT) officer. These officers work tirelessly to order, store, and issue parts to the air wing, such as: depot level repairable, gaskets, and hydraulic fluid. Logistic supply officers work tirelessly to get the parts to the right personnel, in the right location, at the right time.

Some of the special events coordinated by the logistic supply officers during recent independent steaming events (ISEs) include: mail onloads, the onload and offload of 774 air wing pallets, and the offload of 31 HAZMAT pallets. The stock control division brought on 3,505 pounds of mail and 22 pallets of care packages.

The aviation stores division coordinated two vertical replenishments, one in May and one in June, that totaled 257 pallets. The pallets were placed on the flight deck seamlessly by multi-mission helicopter (MH-60s), brought down on the aircraft carrier elevators, and taken down into the storerooms. The elevators and forklift drivers allowed for the whole evolution to be completed with primarily supply department Sailors instead of traditional ship-wide working parties.

The shipping and receiving division mastered coordinating crane operations with Naval Facilities Engineering Command to onload 774 pallets in three days and to offload them in one. This operation would be a headache for many, but S-8 Material Stores Officer Lt. Kenneth Young took on the task without any hindrances. Young said, "You had a tight window to replenish the ship and to embark the air wing, so

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teamwork and communication were essential to our success. The coordination from the most junior Sailor through khaki leadership was truly impressive and something I was proud to be a part of.”

The HAZMAT division made sure the flight deck remained operable by providing 200 gallons of hydraulic fluid to the aircraft catch systems. In total, the division issued 2,459 material items and had a reuse savings of \$2,735.41, playing a critical role in supporting fixed wing flight operations.

Now, no mission can be completed without a happy, healthy crew. The service supply officers completed amazing feats as well. The food service officer, ship's store officer, disbursing officer (DISBO), hotel service officer (HSO), and morale, welfare, and recreation (MWR) “Fun Boss” have much to brag about.

Food! Food! Wonderful food! The food service division fed the crew amazing brunches every Sunday underway. Brunch is a special meal served once a week aboard Navy ships that includes eggs, pancakes, bacon, an array of fruits, luncheon foods, and healthy servings of prime rib and teriyaki chicken. During ISE 10, the S-2 division served 214,905 meals valued at \$851,920.35 of total food consumption.

Sailors cannot get enough of their ship's store snacks. The ship's store division, led by Lt. LewiBien Rosure, was in charge of bringing aboard 257 pallets of retail items, \$186,000 in merchandise sold, and \$29,212.70 in vending sales during ISE 10. The division made quarterly Navy Exchange Service Command (NEXCOM) stock turn in two months. Rosure praised his division, saying, “I am very fortunate to have a group of Retail Services Specialists who enjoy working with each other and supporting the needs of the crew. These successful underways have created a foundation for the retail operations to succeed in future deployments. The numbers show that my Sailors have far surpassed the expectations set by NEXCOM!”

No Sailor or ship rider could have bought any merchandise without a Navy Cash Card. The Ford moved away from cash service to the Navy Cash Card system to remove the necessity for excessive cash dependent transactions to maximize efficiency, and to maintain effective accountability. The disbursing division issued 1,394 Navy Cash Cards to the ship's crew, air wing personnel, and contractors. Ford's DISBO Ens. Sean Williams commented about his division, “we are a tight knit group in the disbursing office; my Sailors are highly attentive and amazingly motivated. They took on the cash cards with no problem at all, and they also collected more than \$25,000 over the course of the last two weeks while underway.” Although the division has only three Sailors and their division officer, the lines remained short and their customer service was superb.

Another leader in customer service was the hotel services division. Ford's HSO Lt. William Flores shared insight on his operations. “Each stateroom has an abundance of space, each storage locker is stocked abundantly with paper towels and toilet paper, and each stateroom contains its own sink, toilet, and shower, which is much better than accommodations found on a Nimitz class carrier,” said Flores. “The Ford class offers a comfortable, clean barber-shop, and one-day turnaround for uniform washing and pressing.” Flores' division turned over 87 staterooms for the carrier air wing and collected more than \$56,000 in officer mess bills. Without his division's efforts, the air wing would not have had a seamless transition boarding or disembarking Ford.

The Fun Boss and the MWR division had the crew in great spirits during ISE 10. Fun Boss coordinated a steel beach picnic that fed more than 4,000 personnel; flight deck 5k runs every weekend, with a total of 817 participants; a Memorial Day “Murph Challenge” where the participant runs a mile, then completes 100 pull-ups, 200 push-ups, and 300 air squats, then runs another mile. The challenge is named in honor of Lt. Michael Murphy, a U.S. Navy SEAL who was posthumously awarded the Medal of Honor for his actions during the War in Afghanistan where he risked his own life to save his teammates during an enemy attack before being killed on June 28, 2005.

Life on board mighty Warship 78 is no walk in the park for the supply department, but we are the ship's mission enablers and we make sure that the mission happens. If you want to be a part of this ship's crew, give your best efforts at the navy supply corps school or current tour to prepare yourself for Ford's high operational tempo.

We challenge you to be one of the few trailblazers who chose to go to sea on board the USS Gerald R. Ford (CVN 78) and to contribute to the future of naval aviation! 🌟

Fall 2020



Ens. Sean Williams, assigned to Ford's supply department, operates an ATM aboard Ford. —photo by Mass Communication Specialist 3rd Class Brett Walker



Lt. Lewi Rosure, right, Ens. Sean Williams, center, and Lt. William Flores, all assigned to Ford's supply department, pose for a group photo in the Ships Store. —photo by Mass Communication Specialist 3rd Class Brett Walker



Supply Corps Officers Lead Supply Chain Task Force for National COVID-19 Response

By Cmdr. Richie Jenkins, SC, USN;
Cmdr. Leslie Donelson, SC, USN;
Lt. Colin Amerau, SC, USN; and Capt. Jim Liberko, SC, USN (ret.)

Above: Rear Adm. John Polowczyk at the White House Task Force Press Conference with President Donald Trump, Vice President Mike Pence, Attorney General William Barr, and Dr. Deborah Birx.
—courtesy photo

“You don’t go looking for history and find it yourself. History finds you. Since you really don’t know which one of you history is going to find, you all have a certain obligation to be ready.”

General Martin Dempsey, USA (ret.) 18th Chairman of the Joints Chief of Staff

Throughout the 225-year history of the U.S. Navy Supply Corps, it’s not difficult to find stories of those who were thrust into history and called on to serve the nation in times of crises. Our heritage is built on the tremendous contributions of our supply professionals across the spectrum of military operations, from major combat operations to humanitarian assistance and disaster response. In 2020, the nation was forced to confront a different and new threat. The threat remains with us as of this writing. This new threat, while invisible, left lasting visible devastation and death in its wake. It penetrated our shores and led to an unprecedented economic shutdown and subsequent whole of nation response. This threat would become known by all Americans as the novel coronavirus that caused the disease COVID-19. For members of the Joint Staff’s Logistics Directorate (J4), the request for assistance to support the nation’s response came on March 16, 2020 from the Department of Health and Human Services (HHS). Although we thought we knew what would be expected of us, no one dreamed of what the mission would turn into.

A New Mission

Three days earlier on March 13th, President Donald J. Trump declared a national emergency to combat the COVID-19 pandemic. The declaration triggered the Whole-of-America response effort that required White House and federal agencies to work closely together, and also fostered coordination across state, local, tribal, territorial, private sector, and community-based organizations. The declaration prompted the Federal Emergency Management Agency (FEMA) to assume a leading role in the response. FEMA’s National Response Coordination Center became fully manned and operational. The group of seven Joint staff officers, led by Rear Adm. John P. Polowczyk, quickly integrated with HHS’s Assistance Secretary for Preparedness and Response (ASPR). HHS ASPR had in place three lines of effort to combat the pandemic: 1) Healthcare Resiliency, 2) Supply Chain Resiliency, and 3) Medical Countermeasures. Each would eventually become its own task force and each had their own strategic challenges to overcome. On the evening of March 18th, Dr. Robert Kadlec would task Rear Adm. Polowczyk to lead the Supply Chain Task Force (SCTF). In an instant, our abruptly manned task force was responsible for delivering critically needed ventilators, personal protective equipment (PPE), and eventually pharmaceuticals to the point of need. It was a race against time.

Strategy, Interagency, and the White House

Some in the media and around the nation were calling for the Department of Defense (DoD) to play a greater role in the response, some even argued for DoD to lead the overall effort. Polowczyk’s new responsibilities, and those of Col. Pat Work, Col. Nathan Swartz, Cmdr. Dean Goad, Cmdr. Richie Jenkins, Lt. Col. Chris Bowers, Col. Brian Kuhn and Lt. Colin Amerau were the first step in a more substantial role for DoD. Shortly thereafter, the DoD would support requests for assistance from New York and California for hospital ship support, the National Guard Bureau would continue to support community testing, and

Right: Rear Adm. John Polowczyk leads a Supply Chain Task Force meeting at FEMA Headquarters in Washington, D.C.
—photo by FEMA Public Affairs



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the Joint Interagency Task Force would assume a larger role in the Strategic National Stockpile (SNS)-Next. The group re-located from HHS to FEMA Headquarters immediately after being assigned to lead the SCTF. This placed us in the middle of the largest, most complex interagency environment many of us had ever been a part of. To succeed in this environment, we needed to exercise the skills that Supply Corps officers are taught from day one: ask for assistance, build relationships, pursue the right answers, and communicate clearly. As soon as we arrived at FEMA, White House staff were all around us along with over 20 federal agencies. The White House Task Force immediately sought answers. In Supply Corps parlance, it was similar to providing “CASREP” updates to the White House multiple times a day. The tough reality was national demand estimates for ventilators and PPE far exceeded global supply. The SNS was not intended or outfitted for a widespread pandemic and was quickly being depleted. Competition for the same supplies between countries, and even among states, was fierce. It was clear the SCTF needed a well-rounded strategy that didn’t just consider overseas sources of supply.

Polowczyk, in concert with HHS and FEMA, implemented a strategy of delivering the nation’s medical equipment and supplies through a data informed approach while utilizing four lines of effort:

- 1) Acceleration-deliver existing medical equipment as quickly as possible,
- 2) Allocation-deliver supplies in the right quantities to the right locations of need,
- 3) Preservation-work with federal, state, and local officials to extend the life of in use supplies to the safest extent possible, and
- 4) Expansion-use powerful authorities such as the Defense Production Act to quickly expand the marketplace to create more domestic sources of supply.

This strategy was quickly backed by the White House. Given our new responsibility and strategy, it didn’t take long for the nation to see and hear from the Navy rear admiral who would lead the effort to get critically needed equipment and supplies to the nation’s healthcare professionals. On March 23rd, Polowczyk stepped to the White House Press Room lectern to reiterate his plan to the assembled press and public that he didn’t intend to re-create the domestic medical supply chain. The SCTF was already in the midst of forging relationships with the medical-surgical industry suppliers and

distributors who knew the market. From this point on, he made frequent trips to the White House for task force meetings and Situation Room deliberations. Polowczyk’s aide and a Joint Operational Logistics Intern Lt. Colin Amerau, stated “Life in the West Wing was sink or swim; the environment is not something I had ever experienced; the relationships I built throughout this process were vital to the success and coordination between the SCTF and all other government and private entities.”

The Importance of Partnerships

The industry and governmental groups consulted by the SCTF ranged from hastily formed healthcare consortiums, industry groups, private healthcare consultants, national and state health departments and the medical-surgical supplier and distributors who became known as the “Big Six.” These included Cardinal Health, Concorance, Henry Schein, McKesson, Medline, and Owens & Minor. Collectively they represent over 90% of medical-surgical material distribution in the United States. They proved to be wonderful partners and were “all in” on supporting our efforts. The SCTF and Big Six quickly partnered together to create agreements for data sharing, enhancing visibility

of the medical supply chain, and maximizing existing business relationships to deliver the volume of equipment and supplies needed to COVID-19 hot spots. Frequent calls with the Big Six chief executive officers were necessary and led to initiatives such as Project Airbridge. Project Airbridge, the effort to airlift in hours what normally would take weeks via surface movement, is not a new concept in DoD. However, the agreement between FEMA and the Big Six was routinely covered by the press and politically sensitive based on costs and allocation decisions. Project Airbridge was eventually scaled back, but history will judge it as a successful means by which the volume of PPE was delivered during the darkest days of COVID-19.

Supply Chain Visibility Enabling Data Driven Decisions

Without visibility into the supply chain, there was little chance of reporting to the nation the status of critical PPE, much less winning the war against COVID-19. When the SCTF began, the nation did not have comprehensive visibility into what PPE was available for distribution. National leaders were blind as to how much material was on hand, how much was being produced, where it was, and where it was going. It would be up to the SCTF to build what would become the Supply Chain Data Tower. On day one, Polowczyk contacted two former Navy Supply Corps captains, Bob Reichart and Jim Liberko, to develop a way to see the flow of PPE across

the United States. Reichart volunteered to lead the team for the first week and built the initial team of supply chain and programming experts. Liberko came in from the Defense Logistics Agency and took over full time shortly after. In just three weeks' time, the team built a visualization tool that ingested order, inventory, and delivery data from the Big Six. Standardizing the output of six different inventory management systems and producing an almost real-time picture of PPE inventory, movement, and delivery to the doorstep of every hospital and nursing home across the nation was a significant accomplishment. Eventually, the SCTF called upon Supply Corps Reservists Cmdr. Frank Brewster, Cmdr. John McCann, Lt. Ed Garnett, and Lt. Cmdr. Marquita Pfannenstiel, to assist with this impressive effort.

Polowczyk stated, "I am proud to say our Navy Supply Corps Reservists played an important part in the success of the task force. They each brought a wealth of professional expertise that aided in the rapid development of a supply chain tool that has given HHS, FEMA and the White House task force visibility on the health of the medical supply chain. They did this in remarkable speed."

Today, the Supply Chain Data Tower ingests over 40 million rows of data a day and provides national leaders the ability to make more informed decisions on where to send critically needed PPE. Along with daily ad hoc queries, reports on PPE are sent to the White House and governors each week,

providing them visibility into PPE flowing into their states. Expanding in capacity and purpose, the Supply Chain Data Tower now tracks over 48 pharmaceutical drugs and is receiving daily inventory levels from every hospital in the nation, along with inventory positions across each state warehouse and the SNS. The group of dedicated Supply Corps officers who excelled in the creation of the supply chain information tool changed the tide in the fight against COVID-19. HHS has adopted their creation as the premier logistics information tool for gaining supply chain visibility.

Made for the Moment and Preparing for the Future

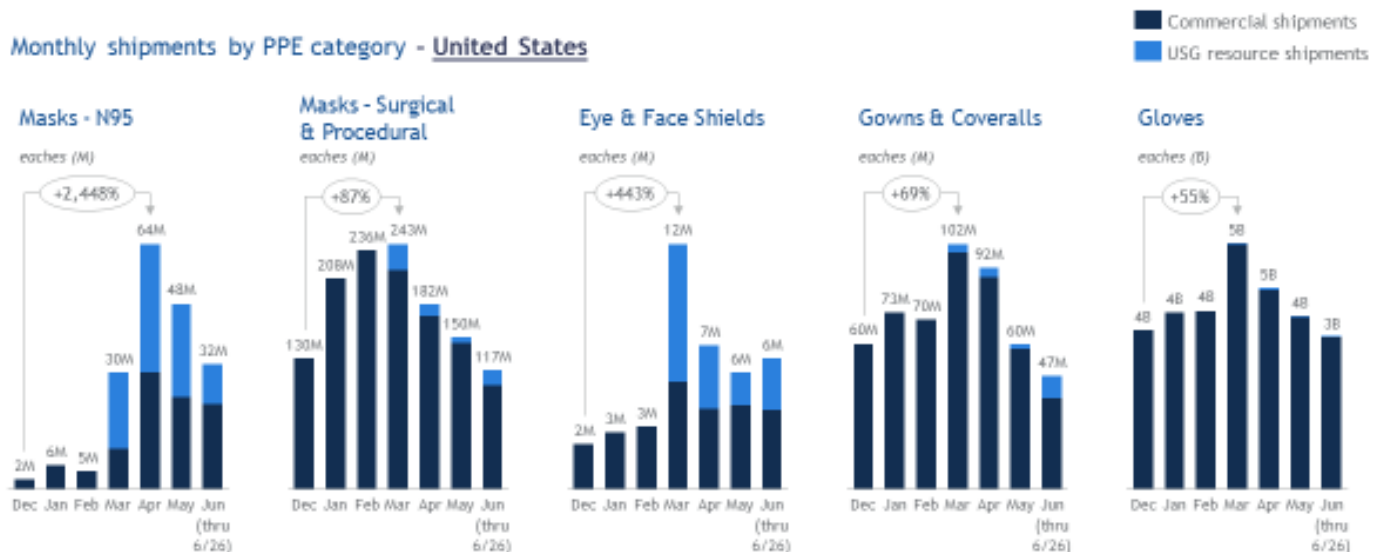
As of this writing, COVID-19 remains with us. While efforts continue to contain the spread of the virus, all aspects of our society and government are assessing how to deal with COVID-19's aftermath. As response efforts extend into summer, Supply Corps and Joint logisticians from across DoD continue the fight alongside our industry and interagency partners. As of June 29th, the SCTF was transitioned into an advise and assist role and was renamed the Supply Chain Advisory Group (SCAG). Several members of the initial team returned to their commands and new members were called upon. For Supply Corps officers Capt. Harry Nicholson, Cmdr. Lesley Donelson, and Lt. Cmdr. Will Morrison, the opportunity has

...continued on page 20

Supply Chain Data Tower demand chart for critical PPE items.

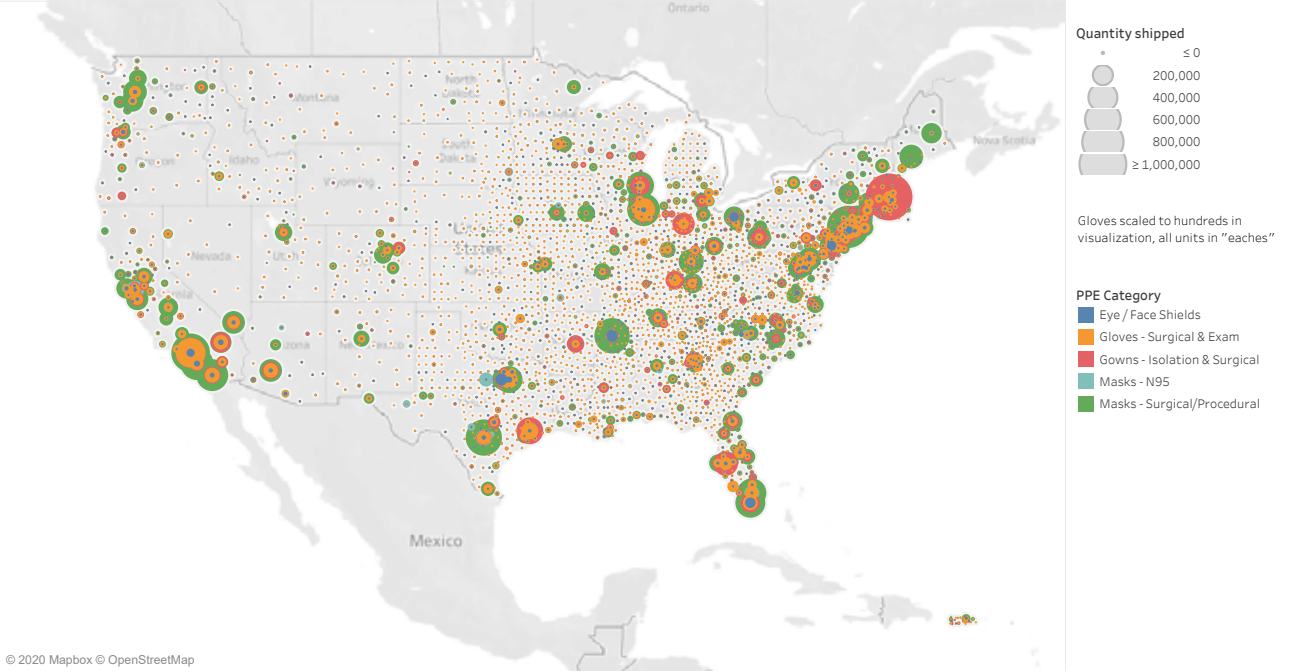
Commercial & USG shipments by PPE category (US total, Dec '19 to Jun '20)

Monthly shipments by PPE category - United States



Supply Chain Data Tower visualization of volume and location of critical medical supply shipments.

Shipments by Commercial Distributors only, June 27 - July 3, 2020



Quantities are mapped to counties.

The information below reflects the combination of PPE delivered directly by the United States Government and PPE supplied by the six major distributors through the distributors' regular supply chain which includes supplies through Project Airbridge.

PPE Category*	Cumulative: 3/1 - 7/3			Past 7 days: 6/27 - 7/3		
	Commercial Distributors	US Government Distribution	Total**	Commercial Distributors	US Government Distribution	Total**
Masks - N95	92,048,300	84,149,200	176,197,400	5,415,000	2,455,500	7,870,400
Masks - Surgical & Procedural	660,648,300	59,120,000	719,768,300	28,794,400	2,440,800	31,235,200
Eye / Face Shields	17,716,200	11,700,300	29,416,500	1,066,600	628,200	1,694,800
Gowns & Coveralls	296,908,400	21,441,000	318,349,400	12,744,200	3,028,700	15,772,900
Gloves	18,151,417,900	73,050,800	18,224,468,700	1,009,405,100	532,600	1,009,937,700

been met with enthusiasm and pride. Key deliverables for the SCAG over the transition months will include:

- 1) Develop a sustainable SNS replenishment strategy,
- 2) Deliver a scalable supply chain IT tower, and
- 3) Achieve domestic manufacturing momentum. When the task force completes its mission, it will deliver a “turnkey” system for government agencies to maintain for future crises and national emergencies.

The Navy Supply Corps officer's unique background in supply chain, acquisition management, operational logistics, transportation, information technology, building relationships and leadership all

played a significant role in helping the SCTF and SCAG meet the challenge of getting supplies where it was needed, when it was needed. As we look to the future, the Navy Supply Corps is central to helping HHS build a more resilient supply system for dealing with public health emergencies. While much work remains, the nation's response will be equipped with a modernized SNS, supported by increased domestic production of critical medical equipment and supplies, and powered by cutting edge business systems. For the Supply Corps and Joint officers who contributed to the national COVID-19 response, history found them in 2020. They continue to serve admirably. They have all proven they were ready.

“I'm extremely proud of the Supply Corps officers that worked on the task force. These officers worked tirelessly for weeks essentially, 24 hours a day 7 days a week, under significant stress to get needed medical supplies to our front line healthcare workers. Their story must be told as it is an important part of our Supply Corps history...when the call came from our nation they responded with tireless energy and extreme professional acumen.”

Rear Adm. John Polowczyk on the contributions of Supply Corps officers to the Supply Chain Task Force. 🌟

Familiar with the Unfamiliar: USS Abraham Lincoln's (CVN 72) Supply Team Responds to the COVID-19 Crisis

By **Cmdr. Shannon Walker**

SUPPLY OFFICER, USS ABRAHAM LINCOLN

Fresh off the longest aircraft carrier deployment since the Cold War, the supply team aboard USS Abraham Lincoln (CVN 72) is familiar operating under times of adversity. After an unprecedented four extensions and only four port calls over 296-days, three of which were in a logistically tricky port, the team had to consistently find creative solutions to atypical problems. Therefore, when COVID-19 began to take hold of the nation and alter operations aboard ships, Lincoln's supply team led the fight in keeping the crew healthy, fed, and fit.

After a recent underway in early March, Lincoln once again found itself in familiar territory – operating in an environment without standard operating procedures. The ship's TRIAD quickly decided to drop manning levels to maximize social distancing efforts. While initial triaging from the supply department resulted in taping "X"s on the decks and bulkheads in commonly queued areas, the team collaborated with the media department and the mass communication specialists aboard to develop professionally printed, branded Lincoln social distancing markers. Now, Sailors in lines in the mess decks, Jittery Abe's coffee mess, and the ship's store had a clear visual representation of six feet.

As the number of cases around the country and the Navy began to rise rapidly in April and May, the Lincoln team needed to return to sea for a vital ammunition offload and carrier qualification event. Despite minimizing the number of people underway, the supply team needed to develop a method to safely, efficiently, and with the quality of service customary of Lincoln, serve over 147,000 meals to 2,450 Sailors. In order to maximize social distancing on the mess decks and in the wardrooms, both the fore and aft mess decks, along with all three wardrooms, were open and serving four meals a day. Meal hours were extended from 1000-1900 to encourage Sailors to space out their meal hours and minimize queuing, and Sailors were limited to specific seats at tables to further maximize distancing.

Other best practices in food service were changing from a self-serve line format, to the culinary specialists and food service attendants plating all meals, individually packaging desserts for grab-and-go, and replacing salad bars with pre-made and individually packaged salads. The results were overwhelmingly successful.

Another massive effort during the underway came in facilitating the physical mission aboard Lincoln. While it is nearly impossible to socially distance the nine gyms aboard the nation's largest warships, the supply team worked tirelessly to move an entire gym setup into the hangar bay's open air for Sailors over the 13-day underway period. The hangar bay gym featured 12 spots to workout with row machines, elliptical machines, fitness boxes, and padded mats. Open 23 hours a day, with power hour being the 24th, the gym was staffed by 40 volunteers who provided guidance and oversight for social distancing and sanitation compliance.

While operating in port, Lincoln and the supply team continue to utilize many of these best practices daily, with a heavy focus on safety in food service, social distancing, and maintaining an adequate supply of personal protective equipment and disinfectant. Just as the team experienced the unknown on the historic deployment, the unknowns of the current mission – keeping the crew safe, healthy, and well supplied during a global crisis – is just one more opportunity for creative thinking and problem solving in the supply department. 🌟



Sailors exercise while practicing social distancing and following DoD Covid-19 guidelines in the hangar bay aboard Lincoln. –photo by MCSN Gwendelyn Ohrazda



Sailors practice social distancing while waiting in line aboard Lincoln. –photo by Mass Communication Specialist Seaman Apprentice Louis Lea



Aviation Support Equipment Technician 3rd Class Christopher Robles serves food in the Chief's Mess aboard Lincoln. –photo by Mass Communication Specialist Seaman Apprentice Louis Lea

Building a Better Mousetrap: COVID-19 Adaptations Improve Team Whidbey's Efficiency

Brian Davis

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER PUGET SOUND

If there is any silver lining to the COVID-19 cloud casting its shadow over the world, it is the innovation and creative energy people are calling upon to adapt to the situation. The ongoing pandemic and the Navy's subsequent response has required military organizations to rethink how they do business. At times, in the course of seeking ways to carry out the mission while ensuring the health and safety of personnel, a unit can discover new procedures and protocols that make an operation more efficient overall, pandemic or not.

Such a case occurred with NAVSUP Fleet Logistics Center (FLC) Puget Sound's Aviation Supply Department. When the staff revised warehouse procedures to accommodate social distancing and limited resources, they found that the changes they implemented also resulted in more efficient fleet support.

Cmdr. Llahn McGhie, director of NAVSUP FLC Puget Sound Aviation Supply Department, pointed out that the COVID-19 pandemic hit western Washington at a challenging time.

"The timing of the pandemic occurred during Naval Air Station Whidbey Island's (NASWI) most active flight schedule," said McGhie. "We had to adapt to the new COVID-19 protocols, but we also had to keep the fuel and parts moving to meet the increased demand," he said.

The NAVSUP FLC Puget Sound Aviation Supply Department, also known as "Team Whidbey," supports operations at NASWI. Team Whidbey stores and issues aircraft fuel and operates an aviation warehouse for the naval air station and the squadrons that operate there. Along with receipt, storage, and distribution of fuel, parts, and supplies, Team Whidbey also runs a shipping office that moves items into storage and delivers excess property to the regional Defense Logistics Agency (DLA) disposition services facility.

The biggest changes implemented due to COVID-19 would affect Team Whidbey's warehouse operations. Only about 10% of the warehouse staff is active duty military, the rest civilian employees. When COVID-19 response measures were implemented, most of NAVSUP FLC Puget Sound's administrative workers were shifted to telework status, but Team Whidbey's warehouse had to stay in operation to keep the squadrons flying. The warehouse crew needed to keep coming to work despite the growing pandemic spreading through western Washington and making its way across the country. The ones that could, that is. Some employees had to stay home because of their age or the state of their health.

Every month, the Team Whidbey warehouse crew moves an average of approximately 17,000 items, processes 2,000 shipments, and packages 1,200 aviation depot level repairables for shipment. To maintain workflow and adhere to social distancing guidelines and group size limitations, Team Whidbey instituted additional shifts, and divided the warehouse staff into teams to work each shift. Previously, the warehouse operated during normal working hours, with a two-person duty crew after hours and on weekends. The new plan had a morning and afternoon shift, which kept the warehouse open and running 16 hours a day.

Before COVID, packing and receiving operated with a two to three-day backlog, with an occasional one to two-day backlog in shipping. Team Whidbey quickly resolved the issue with the new schedule. Before the COVID-19 response, warehouse leadership was already seeking a solution to the backlogs.

"We had been looking at reorganizing the warehouse for some time, but of course we had concerns about implementing around mission requirements and dealing with personnel resistance to change. COVID-19 forced our hand and gave us a clear path to making those changes. Everyone understood what we wanted to do and why we wanted to do it. Employee buy-in made it easier to put everything in place for the reorganization," said Ric Dutton, deputy director, NAVSUP FLC Puget Sound Aviation Supply Department.

"Today, post-COVID, under the new reorganization, all material is processed within 24 hours, despite having 13 employees on safety leave due to age and/or underlying health concerns," said McGhie. "Even when the installation eventually goes back to its normal routine, we will still keep with this system... it works, and our people seem to like it."

The warfighters that rely on Team Whidbey's support like it too. Employees sanitize work areas on every shift. They established specific traffic patterns for material handling equipment and foot traffic. Customer service interactions are done by appointment only, and policies regarding social distancing, use of face masks, self-screening, and minimal contact are strictly enforced.

"It took a bit of a learning curve, but we have an obligation to protect our own people as well as the mission partners that come to us for support. Everyone at NASWI now understands and respects our new system, and they seem to appreciate the faster turnaround," said Dutton.

As an additional safety measure, employee shifts are staggered to avoid any personnel overlap. Only supervisors meet to conduct shift turnovers. Just one Team Whidbey service is currently reduced during the COVID-19 response. The transfer of excess property to the DLA Disposition Services regional facility was paused due to key employees being placed on safety leave.

NAVSUP FLC Puget Sound Commanding Officer Capt. Bernie Knox noted that mission focus and communication with mission partners is now more critical than ever for logistics commands to keep operating forces healthy and mission ready. Team Whidbey's experience is an example of how adhering to guidance while employing innovation and flexibility can bring a positive outcome to all involved.

"Today the Navy is in a new state of normal, and we are expected to leverage all of our tools and resources to continue to operate and accomplish our assigned missions while keeping workforce health and safety top priorities. Team Whidbey answered the call and, in the process, made significant improvements to its support of the warfighter," said Knox. ●

Master Chief Petty Officer of the Navy Russell Smith (right) met with NAVSUP's mail control activity team at Rome's Fiumicino International Airport during his official travel to Italy. —photo courtesy of U.S. Navy



Mail Control Activity in Italy Plays Key Role during NAVSUP's COVID-19 Response

By David Schattschneider

POSTAL OFFICER

Jaime C. Fernandez Jr.

LEADING CHIEF PETTY OFFICER,
NAVSUP FLEET LOGISTICS CENTER
SIGONELLA-SITE NAPLES,
DETACHMENT ROME

As one of NAVSUP Fleet Logistics Center (FLC) Sigonella's three mail control activities (MCA) in Navy Region Europe, Africa, Central, MCA Rome operates out of Fiumicino Airport in Rome, Italy and comprises one Navy civil servant and eight Sailors.

Our small, but highly capable team is responsible for the secure and expeditious movement of mail through Fiumicino Airport to Navy and Joint warfighters stationed in the region, as well as transiting naval forces.

We accomplish our postal mission by accounting for, inspecting, surveying, receiving, coordinating, and dispatching military mail bound for southern Italy that enters and departs from the warehouses located at the airport. Although we are experts in what we do, keeping the mail moving requires cooperation with several other entities, including the NAVSUP Enterprise, the U.S. Postal Service, the Joint Military Postal Activity, and our industry partners at the commercial airlines and airports. Our motto "One Team One Fight!" appropriately reflects the spirit of collaboration required and has been reaffirmed during the COVID-19 pandemic.

During the first several weeks of the pandemic, mail that previously flew into Rome was diverted to Frankfurt, Germany and then trucked to Rome due to commercial airlines' suspension of flights to/from Europe and reduction of intra-European travel by 90% on flights regularly utilized for mail transportation. Since commercial aircraft are primary carriers of military mail, the lack of regularly occurring flights greatly impacted our logistics operations; however, the mail waits for no one. In fact, during the extended shelter-in-place, postal operations became more robust as mail volumes increased with customers using online retailers to procure essentials normally purchased at local brick and mortar stores.

In all, every member of our MCA Rome team stepped up to the plate and performed at a high level during the early months of the COVID-19 pandemic. Additionally, the successful coordination with Italian cargo handler companies has built an even stronger relationship between NAVSUP FLC Sigonella and our host nation partners, ensuring that mail is always moving to the customer. ✨

San Diego Navy Postal Facility Meets, Exceeds Increased COVID-19 Mail Demand

By Katesha Washington

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SAN DIEGO



Franco Mason, mail clerk with NAVSUP Fleet Logistics Center San Diego, loads packages into a postal bin at the Regional Navy Mail Center in San Diego. —all photos by Katesha Washington

When the COVID-19 pandemic forced most Americans to stay home, many people who were considered essential to be the lifeblood of the country, stayed on the job and in most cases, increased their workload. The civilians and Sailors at the Regional Navy Mail Facility (RNMC) here were among those essential personnel and have taken on up to 10 times the amount of mail than usual.

The mail facility, which falls under the purview of NAVSUP Fleet Logistics Center (FLC) San Diego, is operated by 35 Sailors and civil service employees who normally screen and process approximately a ton of mail every day. Since the COVID-19 crisis caused the shutdown of malls and other brick and mortar stores, people have been exclusively shopping online which exceedingly increased the throughput for the mail facility. Now, the mail facility processes on average approximately six to seven tons of mail a day; a backbreaking feat much larger mail facilities would normally take on. According to James Weber, RNMC deputy postal director, the massive mail load the Sailors and civilians have taken on doesn't overwhelm them because of the positive attitudes and esprit de corps of his people.

"We have some of the best Sailors and civilians working here. They are the reason why we haven't skipped a beat since the start of the pandemic; true professionals who are making it happen," he stated.

The mail facility team provides postal support to 252 Navy and Marine Corps units in the metro San Diego area to include over 350 weekly mail stops and operating six official mail centers, so everyone's attention to detail and expert organizational skills are imperative to mission accomplishment. Just in one day, for example, the mail facility received, screened and processed for distribution, nearly one hundred thousand pounds of mail for six ships: USS Sterett (DDG 104) - 106 pieces weighing 16,654 pounds; USS Ralph Johnson (DDG 114) - 30 pieces weighing 5,566 pounds; USS Halsey (DDG 97) - 97 pieces weighing 16,214 pounds; USS John P. Jones (DDG 53) - 24 pieces weighing 3,080 pounds; USS Princeton (CVL 23) - 76 pieces weighing 10,186 pounds; and USS Nimitz (CVN 68) - 2,583 pieces weighing 47,839 pounds.

Weber says he is extremely proud of the grueling work his teammates are doing and appreciates their willingness to go above and beyond their assigned tasks.

"If people could see the amount of mail that we process everyday now that we are living through this pandemic, people would be shocked that we are getting it done with such a small team. But we are doing it and I, along with the entire management team, are right in the trenches getting our hands dirty," he explained. "It's quite impressive and I am proud of the fact that we are helping people get through this thing together. It's what the NAVSUP FLC San Diego family is all about."

With no vaccine yet discovered and more cases of the virus being reported, the increased workload will continue. The team at the RNMC is ready and willing to meet and exceed their customers' expectations. 🌟

Fall 2020



Left: LS1 Darrell Reed, logistics specialist with NAVSUP Fleet Logistics Center San Diego, moves a package onto the security belt for screening at the Regional Navy Mail Center in San Diego.



Left: Angel Tejada, postal advisor with NAVSUP Fleet Logistics Center San Diego, examines and sorts packages for security screening, at the Regional Navy Mail Center in San Diego.

Right: LSSR Hector Rivera, logistics specialist with NAVSUP Fleet Logistics San Diego Regional Navy Mail Center, prepares to move a package from a security screening system at the unit's mail facility in San Diego.



NAVSUP FLC Sigonella's Acquisition Team for Humanitarian Procurement Support team's effort resulted in the procurement of \$9,541,207.99 of personal protection supplies and medical equipment for donation to the Italian public hospitals —U.S. Navy photo



NAVSUP Fleet Logistics Center Sigonella Code 200 COVID-19 Humanitarian Assistance Support to Italy

By Jennifer Lee

SUPERVISORY CONTRACTING OFFICER, NAVSUP FLEET LOGISTICS CENTER SIGONELLA CODE 200 NAPLES SHORE BRANCH

NAVSUP Fleet Logistics Center (FLC) Sigonella Code 200 Naples Shore Team supported the humanitarian assistance to the Italian Republic in response to COVID-19. The acquisition team consisted of Italian nationals, GS Civilian contracting officers, an enlisted intern, Office of General Counsel, NAVSUP FLC Sigonella Site Naples personnel, and top leadership. The acquisition team bolstered partnerships and became mission partners with multi-agency mission partners; United States European Command (EUCOM), United States Embassy Rome, Italy (Embassy), and the Regional Military Commands in Vicenza (Army), Aviano (Air Force), Sigonella, Naples, and Gaeta (Navy). The humanitarian aid utilized Overseas Humanitarian Disaster and Civic Aid funding from the Office of the Secretary of Defense to EUCOM, purposed for the benefit of the Italian public and economic impact by utilizing Italian vendors. The team awarded six contracts for personal protective equipment (PPE) supplies and medical equipment for a total value of \$9,541,207.99.

Before receiving the requirement and funding from EUCOM, the acquisition team prepared an acquisition strategy that was streamlined, flexible, and adaptable to market changes without stalling the timeline for layers of approval. The acquisition strategy was developed to provide ease to the mission partners and streamlined acquisition documentation and approvals to apply to the whole project. Sole source contract awards were made to Italian suppliers based on Unusual and Compelling Urgency (FAR 6.302-2) of the COVID-19 pandemic. The NAVSUP FLC Sigonella Code 200 Naples Italian contracting officers engaged and briefed the Italian vendors, which had never been awarded a U.S. Government contract, to provide transparency, applicable terms and conditions, clause information, delivery, payment, and invoicing procedures. At the time of funding and requirement submission from EUCOM, all documentations and approvals were complete and the team issued a request for quotes (RFQ) in less than 24 hours for a rapid solicitation period of three business days.

Within the solicitation period, there were shortages in the supply chain due to the lack of worldwide functioning manufacturers of PPE supplies, Italy was entering into Phase II, while the re-opening of the Italian businesses impacted existing inventories. The acquisition strategy allowed the RFQs to be amended to revise quantities and reflect substituted products without using valuable procurement lead time. The vendors had established trust with the acquisition team and process due to the upfront engagement from the Italian contracting officers and were



able to respond quickly with quality substitutions.

Within 48 hours, the vendors provided revised final quotes and the acquisition team was able to award six contracts in support of the humanitarian aid to Italy for the following items:

1.8 billion nitrile gloves

1.1 billion vinyl gloves

285 million latex gloves

41,000 surgical gowns

2,000 lab hydro-repellent coveralls

15,000 pediatric and adult masks

3 million face/surgical masks

42,700 N95 masks

1 diagnostic ultrasound machine



Examples of personal protection equipment donated to Italian public hospitals by the NAVSUP FLC Sigonella acquisition team for humanitarian procurement support. —U.S. Navy courtesy photo

Loredana Albamonte (left), NAVSUP FLC Sigonella contract specialist, and Jennifer Lee, NAVSUP FLC Sigonella contract supervisor, stand beside ultrasound equipment in the Gaeta Mayor's office located near the Gaeta Detachment. —U.S. Navy courtesy photo

Supply Corps Reservists Provide Support to United States Transportation Command during COVID-19 Crisis

By Cmdr. Jeremy Rollins

OPERATIONS AND PLANNING OIC, USTRANSCOM COVID-19 RESPONSE CELL

United States Transportation Command (USTRANSCOM) faced uncertainty as the COVID-19 pandemic swept across the country. The unwavering commitment to provide unrestricted customer support while maximizing telework, tracing/tracking member's sicknesses, and updating/developing pandemic response plans was the foundation from which USTRANSCOM operated.

The Navy's Reserve force, particularly the Supply Corps, played a key role in providing support to USTRANSCOM over the last several months. In March, Cmdr. Eric Chitwood was asked to join an operations planning team (OPT) with the primary mission of developing courses of action that would give USTRANSCOM options to deter and mitigate the effects of COVID-19 on the Joint Deployment and Distribution Enterprise. Members of various backgrounds and experience, including subject matter experts and representatives of the various Joint directorates within the organization comprised the OPT. Grateful for the valuable lessons that OPT participation provided, Chitwood stated: "How the COAs were vetted through the process of war gaming provided to me a valuable learning experience that I will be able to draw upon in future situations."

In April, Cmdr. Jeremy Rollins was asked to join USTRANSCOM's COVID-19 Response Cell (TSHRC). The TSHRC was tasked with mitigating the COVID-19 threat by protecting the USTRANSCOM workforce to ensure uninterrupted support to the global mobility mission. Its purpose was to lead planning and response of force health protection measures for USTRANSCOM and Surface Deployment and Distribution Command headquarters personnel assigned to Scott Air Force Base and serve as central coordination point with external agencies and entities for COVID-19 related matters.

"It was a fantastic opportunity to work in a cross-functional, Joint service environment solving critical issues affecting our traditional workplace model," said Rollins. "The team reacted quickly to meet telework guidelines, and medical tracing procedures. Shortly thereafter, we engaged in a variety of operational planning to support future plans."

Both Rollins and Chitwood were impressed with the adaptive workforce and operational focus at USTRANSCOM in response to the COVID-19 crisis. The current pandemic is unlike the traditional adversary that the command was accustomed to fighting against, yet USTRANSCOM was up to the task of developing plans to 1) support and protect the local workforce, and 2) provide critical support to the global warfighter. 🌟

NOTE: Cmdr. Eric Chitwood is a member of the Joint Transportation Reserve Unit, a component of USTRANCOM. Cmdr. Jeremy Rollins is a member of DFAS Columbus Reserve Unit 209.

Demonstrating the Supply Corps' Culture of Excellence by Leveraging New Capabilities in a Constrained Training Environment

By Navy Supply Corps School
Public Affairs and Staff

A critical element to the Supply Corps community's success resides in our culture of excellence, as demonstrated by our shared ethical compass, esprit-de-corps, cooperative attitudes, resourcefulness, selfless customer service, and military bearing. Demonstrating and imbuing these distinctive cultural traits are essential functions of the Basic Qualification Course's (BQC) mission. During 20 weeks of resident instruction, students are consistently exposed to our cultural values and closely mentored for understanding and compliance. The recent shift to online curriculum delivery diminished our ability to verify and accommodate specific individual needs that are primarily facilitated by close instructor observation.

Instilling our community values during the BQC creates the foundation for personal and professional success. During this pandemic, we are reminded of former Secretary of Defense James Mattis' leadership principle: "Attitudes are caught, not taught." Every student graduates BQC with a baseline level of knowledge and technical competence; and, despite an altered instructional approach, this will not change. However, there are numerous intangible qualities expected of Supply Corps officers - attributes not learned from a publication. It is these character traits and attitudes that turn competent officers into outstanding, authentic leaders. NSCS staff perfectly embody the innovation and flexibility required to prevail over any challenge, and the COVID-19 pandemic is no different. Even while operating in a virtual environment, our staff remains committed to building team focus and group cohesion by establishing a sense of tribal identity and belonging.


NSCS leverages online platforms, such as DoD Learn and Microsoft Teams to facilitate student/instructor interaction, aligning with relevant practices in academia. These collaborative tools enable instructors to enforce community values through meaningful engagement, leveraging the full spectrum of verbal and nonverbal cues observed during video and forum discussions. Most BQC students are millennial or Generation Z individuals, accustomed to substantial classroom technology use. Changing workforce demographics, and the current pandemic, dictate the necessity to modify our instructional

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Vice Adm. Michelle Skubic briefing the Senior Supply Officer Department Head Course. —photo by Navy Supply Corps School staff

Responding quickly to the critical training gap caused by the COVID-19 pandemic, Navy Supply Corps School (NSCS) transitioned to a virtual learning environment in less than 14 days. Mission-essential training has been sustained and delivered in full compliance with all social distancing and safety protocols. Conversely, necessary safety protocols have reduced human-to-human interaction, significantly degrading the command's ability to imbue the Supply Corps' distinctive culture and ethos to newly assessed officers.



CFL CORNER

18 - 24 MAY 2020


SONG OF THE WEEK: NO SCRUBS - CALVO & DAZZ

QUOTE OF THE WEEK:

"Your toughness is made up of equal parts persistence and experience. You don't so much outrun your opponents as outlast and outsmart them, and the toughest opponent of all is the one inside your head."

- Joe Henderson

HEALTHY MEAL OF THE WEEK:



Egg-and-Kimchi Rice Bowls
Get Egg-and-Kimchi Rice Bowls Recipe from Food Network

PT CHALLENGE:

Burpees (60s work, 15s rest)


V-UPS (60s, 15s rest)

Pushups (60s work, 15s rest)

Plank/6" (60s work, 15s rest)


Repeat 3x

AT HOME WORKOUT:



<https://www.youtube.com/watch?v=CoJuxP18GWA>

THOUGHT OF THE DAY:



https://www.ted.com/talks/dean_furness_to_overcome_challenges_stop_comparing_yourself_to_others

Above: "Good Vibes for the Tribe" graphic. —designed by Jessica Wharton

Good Vibes




FOR THE TRIBE!

This Good Vibes Issue Focuses on Helping Others in Our Community By Donating to the Community Food Bank of Rhode Island.

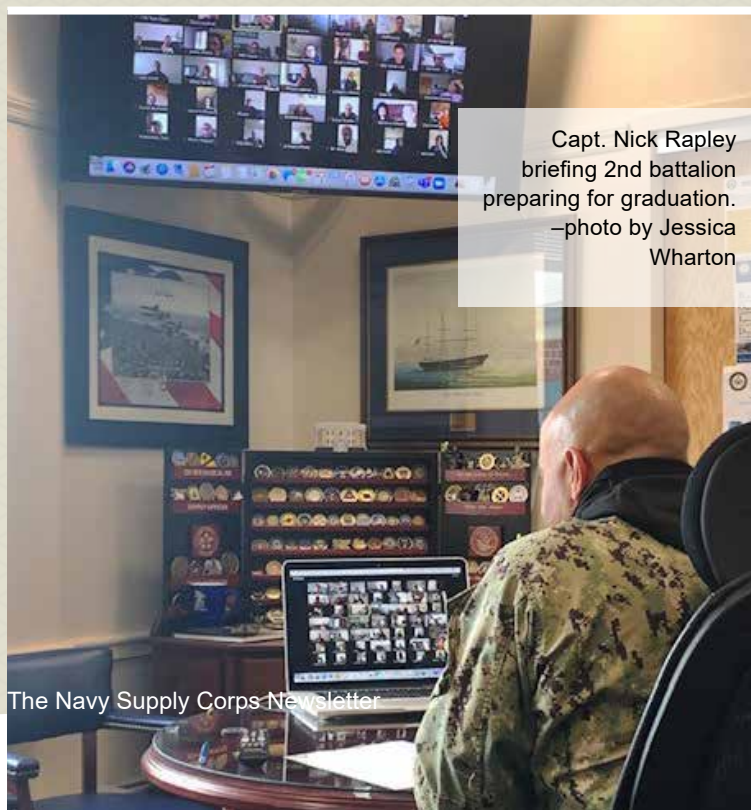


RHODE ISLAND COMMUNITY FOOD BANK

Food Distribution	Food Bank Operations
 11.6 million lbs of food were distributed in 2019	 57 employees work at the Food Bank and out in the community
 2.3 million lbs of distributed food was fresh produce	 77,000 sq ft facility including warehouse, storage and offices
 88% was healthy food that can be used to make full meals	 8 trucks in the Food Bank's fleet for delivery and pick up

Donations are Strictly Voluntary. Having your name tied to your donation is optional and may be deleted before you complete your transaction.

Above: "Command Fitness Leader's Corner" flyer. —designed by Lt. Neil Mori



Capt. Nick Rapley briefing 2nd battalion preparing for graduation.
—photo by Jessica Wharton

approach, thoroughly demonstrating NSCS' educational agility and responsiveness while maximizing effectiveness.

Social interactions are typically lost in distanced learning models; however, NSCS continues to incorporate new ways to encourage personal connection. Students in our department head courses practice virtual breakout room "social hour" to supplement the lack of face-to-face interaction. NSCS staff immediately adopted virtual town halls to share ideas and insights to help adapt to the new challenges posed by the COVID-19 environment. NSCS quickly adapted to overcome this new environment.

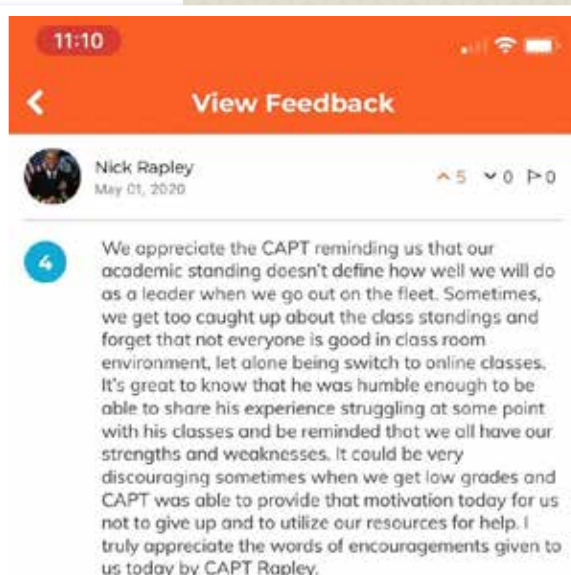
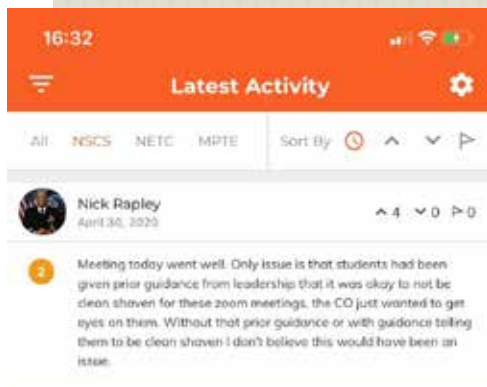
NSCS established esprit-de-corps building events, to include the Command Fitness Leader's Corner; "Good Vibes for the Tribe," highlighting good news worth sharing; Heritage Committee monthly newsletters; and virtual command challenges to increase resiliency and enrich staff and student interaction. These events are all currently accommodated through Microsoft Teams and DoD Learn with positive feedback and

participation. Future events will involve more creativity and technology use to facilitate continued cohesion.

Students were also encouraged to utilize Next-Jump's Deliberately Developmental Organization feedback application as a virtual "CO's Suggestion Box," to mitigate organizational silence. The app's use encourages and offers NSCS leadership the opportunity to train students to provide constructive feedback when addressed during weekly CO calls. This initiative has enhanced leadership situational awareness, engagement, and tribe connectedness. While positive feedback is encouraging, critical feedback leads to greater leadership insights, and subsequently more constructive and thoughtful changes.

NSCS continues to foster the Supply Corps' culture of excellence through innovative and resourceful initiatives. The learning environment has changed, but our efforts to develop new Supply Corps officers who embody the community's distinctive ethos and culture have not. Mattis shared another strategic principle which bears repeating in this uncertain and dynamic environment: "Culture trumps doctrine and tactics." As we forge the next generation's premier war-fighting mission enablers, our procedures evolve, but our culture of excellence remains the same. We are always "Ready for Sea."

Feedback application screenshots captured by Capt. Nick Rapley



Defense Logistics Agency Provides Support to National COVID-19 Response

By Defense Logistics Agency-Agency Synchronization Operations Center (ASOC)

The Defense Logistics Agency (DLA) began planning support for COVID-19 personal protective equipment (PPE) and medical/pharmaceutical requirements in February. As employees across DLA's supply chains anticipated needs for supplies, it became clear most demand within the United States would be routed to the agency through U.S. Army North (USARNORTH), U.S. Northern Command's theater Army. As the Defense Department's Joint Force Land Component Commander (JFLCC) for the pandemic response, USARNORTH provided multi-component, expeditionary medical capabilities to support the Federal Emergency Management Agency at nationwide hospitals.

To support global contingency or humanitarian assistance and disaster relief operations, DLA maintains three Rapid Deployment Teams (RDT Red, White, and Blue) to send forward during response efforts. RDT Blue, led by Navy Capt. Timothy Bellott, was activated to support DoD and USARNORTH's response. As the demand for DLA support grew, the 13-member RDT transitioned from a short-term rapid support element to a more robust DLA Support Team (DST).

Bellott deployed in early April to Joint Base San Antonio, Texas, with the DST expeditionary contracting officer to coordinate directly with JFLCC leadership and logistics and medical staff. While other DST members provided support from their home stations, the physical presence of Bellott and the expeditionary contracting officer in the JFLCC Joint Logistics Operation Center enabled the team to quickly identify and track high-priority requirements for lifesaving PPE. Bellott said sharing those requirements as they emerged enabled supply chain experts to lean forward in working with industry partners to expedite PPE production and provide targeted support to the most critical areas.



Left: Defense Logistics Agency-Agency Synchronization Operations Center watchfloor. —photo by DLA staff photographer

Below: COVID-19 screening station entering base. —photo by Capt. Timothy Bellott

To coordinate the growing response among multiple players and facilitate real-time solution development, Bellott later deployed additional DST members to U.S. Army's 377th Theater Sustainment Command at Joint Reserve Base New Orleans, Louisiana; 3rd Expeditionary Sustainment Command (ESC), Fort Bragg, North Carolina; 4th ESC, Fort Sam Houston, Texas; and 13th ESC, Fort Hood, Texas.

"Units continued to use service requisition systems or FedMall to place orders, but the DST ensured supply chain managers throughout DLA knew requirements ahead of time. That helped prioritize procurement focus areas," said Bellott. The DST matched DLA capabilities with JFLCC requirements for 70 days before deactivating at the end of May 2020.

Upon returning to DLA Headquarters at Fort Belvoir, Virginia, and standing down the DST, Bellott was selected as chief of the DLA Agency Synchronization Operations Center (ASOC). The ASOC develops a collaborative, enterprisewide common operational picture for the agency by leveraging predictive analytic tools such as the DLA Service Readiness Dashboard, which collects real-time data on the agency's impact on military weapon systems.

In his new role, Bellott leads a 66-member team of military and civilian employees who synchronize and integrate DLA's operational mission and business support functions to provide agile, global support to DoD and other federal agencies.

The ASOC conducts deliberate planning, exercise support and provides urgent logistics support during disaster relief and humanitarian aid efforts; such as a hurricane, earthquake, and COVID-19 pandemic. The ASOC provides integrated, 24/7 situational awareness of worldwide events and ties them to DLA activities.

"The ASOC is always prepared to drive crisis-management execution across DLA's vast supply chain network, DLA regional commands and DLA liaison officers to ensure responsive support to the military services, combatant commands and designated federal agencies," said Bellott. 🌟



Defense Logistics Agency Supports Troops, Federal Agencies while Protecting Employees during COVID-19

By Dawn Bonsell, Public Affairs

DEFENSE LOGISTICS
AGENCY DISTRIBUTION

Below: Defense Logistics Agency (DLA) Distribution continues providing medical supplies and personal protective equipment to service members and other federal agencies during the COVID-19 pandemic.

Since March, the organization has shipped to worldwide troops over 15 million face coverings, 34,000 exam gloves, 54,000 bottles of hand sanitizer, 27,000 thermometers, 11,000 Tyvek suits, 1,600 boxes of testing swabs, 600 COVID-19 test kits and 350 oxygen tanks, as well as 65,000 heat-and-serve meals.

DLA Distribution also worked with U.S. Northern Command to ship over 100,000 human remains pouches and 1.3 million shelf-stable meals to the Federal Emergency Management Agency, which leads the federal response to COVID-19 in the continental United States.

Protecting employees and maintaining mission readiness during the Whole-of-Government effort have remained priorities for DLA and Defense Department leaders since the onset of the pandemic. DLA Distribution provided face coverings to its 10,000 employees at U.S. and overseas distribution centers and expanded facility cleanliness with guidance from the Centers for Disease Control and Prevention. Social distancing measures such as telework and the use of virtual applications were also adopted to mitigate disease spread.

Matthew Woodruff, a general supply specialist with DLA Distribution San Joaquin, California (DDJC), said he understands the importance of supporting DoD's ongoing mission during the pandemic.

"No matter what happens in the world, the need to support the warfighter never stops. The warfighter risks their lives every day so I can enjoy the freedoms that I have, and it is my duty to return the favor so they can complete their missions," Woodruff said. "I am the third generation in my family to work at DDJC; this isn't just a job to me, but my family's legacy to serving this great country." 🌟

Below: The Defense Department's largest distribution processing facility, Defense Logistics Agency Distribution Susquehanna, Pennsylvania, is providing over 17,000 COVID-19-related items including face coverings, gloves, hand sanitizer and goggles worth almost \$730,000 to Navy ships and submarines assigned to U.S. Northern Command in April and May 2020. —photo by Ed Shank



Above: Defense Logistics Agency Distribution Yokosuka, Japan, collaborates with 7th Fleet employees. —photo by Defense Logistics Agency Distribution



Remote Mission Support: Navy Reserve Telework Support to Defense Finance and Accounting Services Columbus during COVID-19 Crisis

By Lt. Peter Quinn, Operations Officer

NAVY RESERVE DEFENSE FINANCE AND ACCOUNTING SERVICES COLUMBUS 209

In March, the COVID-19 crisis began to cause drastic changes to the country and the U.S. Navy Reserve. As national and state governments began restricting movement and implementing shelter at home policies, much of the civilian and military workforces were thrust into unplanned changes. Many private business and government organizations were forced to change business models. Navy Reserve leadership and Navy Operational Support Centers were reacting quickly to adapt and create telework capabilities for many Navy Reserve units over the course of several weeks or months. One Navy Reserve unit, Defense Finance and Accounting Services Columbus Unit 209 (DFAS 209) was already implementing a fully integrated telework model, and the COVID-19 crisis had zero impact on their ability to continue mission support. It was “can do” and “business as usual” for this Supply Corps centric unit of seven officers and 13 enlisted personnel.

Two years before the current crisis, a significant paradigm shift had been underway at DFAS 209 to assimilate and leverage telework tools, policies and procedures. Senior Navy Reserve unit and DFAS leadership, began to create a new drilling model to provide key program and project management oversight in support of critical DFAS programs.

DFAS 209 first introduced unit telework in 2018 through a pilot program that provided program support, training documentation, and improved customer communication. Focusing on this program to close out thousands of military contracts was extremely important. The unit proved they could be trusted with remote access to sensitive DFAS programs. They showed proficiency to plan and execute monthly on traditional drill weekends, or any daily period during the month as required. The success of the unit to obtain Department of Defense laptops, remote access software, effective training and certification demonstrated a high level of success. This convinced the civilian leadership to actively seek more DFAS 209 support in several other areas of contributory support. Unit and DFAS leadership expanded telework capability unit wide in order to increase the ability to support critical programs throughout the month, versus the traditional Reserve drill weekends.

Unit leadership developed administrative and operational processes to onboard, equip, and manage 20 personnel assigned to unit program and project managers. A new member reporting to the unit could be telework capable within 90 days, or three drill weekends. Additionally, the unit added flexible drilling and modified its drill schedule to include semi-annual four-day drill periods to gather the entire unit for an opportunity to collaborate directly with DFAS counterparts, receive professional training and participate in team-building events. The remaining individual inactive duty training and annual training days were assigned to provide direct operational project support.

Today, the unit provides contributory mission support to four DFAS directors in nine major programs. During this challenging COVID-19 period, the unit has been able to sustain the support it normally provides while adapting to “work from home” and virtual drill weekends. Results continued to accrue as Reservists contributed just over 200 hours of support in the three month period of April to June 2020.

It was this effort that prepared DFAS 209 to tackle the challenges of providing stakeholder support during the COVID-19 pandemic. While most Reserve units were all but shut down from providing operational support, DFAS 209 continued to provide critical support showcasing the flexibility and benefits of unit teleworking capabilities. 🌟



COVID-19 Pandemic Can't Stop Expeditionary Combat Readiness Center

By Cmdr. Michael T. Mihaly

SUPPLY OFFICER, EXPEDITIONARY
COMBAT READINESS CENTER

The mission of Expeditionary Combat Readiness Center (ECRC) is to mobilize and demobilize 7,000 active duty and Reserve individual augmentee (IA) customers annually. The disestablishment of 16 Navy and Mobilization Process Sites left ECRC as the Navy's only command fully qualified to handle all aspects of the IA lifecycle from equipping, establishing pay, medical, training track management, reception, staging, onward movement, and integration (RSOI), and Warrior Transition Program. Therefore, every week of the year, without interruption, ECRC staff processes customers.

Within days of the unprecedented shut down of the American economy, due to COVID-19, United States Fleet Forces (USFF) declared Navy IAs as mission essential. Continuing the ECRC mission, uninterrupted, during a pandemic, required the ECRC N4 supply team to find creative solutions to keep both crew and customers safe. During the first week of the crisis, two immediate needs, requiring the highest priority, were establishing operational relationships with Naval Sea Systems Command (NAVSEA) and sourcing vendors who could supply personal protective equipment (PPE).

ECRC N4 provides IAs with chemical, biological, and radiological defense protective equipment and utilizes Kalman and Company Inc. to fit test gas masks. Gas mask fit testing was previously conducted with the Joint Service Mask Leakage Tester (JSMLT), however, this required placing a hood over the customer's head while utilizing a poly-dispersed oil aerosol re-agent. This technology had the potential to contaminate IAs with COVID-19, therefore, within a day, Kalman responded by replacing the JSMLT with the M41 Protective Assessment Test System (PATS). Within another day, N4 facilitated discussion with respective medical stakeholders and most importantly, with the NAVSEA technical warrant holder. With NAVSEA's final certification that PATS was safe in a COVID-19

environment, the mission continued without delaying any of our customers.

Simultaneously, ECRC Assistant Supply Officer, Lt. Daniel Tift, along with LS2 Keiondra Howard and LS2 Dana Williams, needed to solve another serious problem. Although ECRC had a legitimate need for medical supplies, masks, cleaning supplies and hand sanitizer, ECRC lacked priority designations assigned to military treatment facilities and afloat vessels. In addition, with the entire nation facing unprecedented supply challenges, they decided to utilize Joint Office Supply Europe (JOSE). JOSE vendors were already shortening the resupply pipeline for ECRC's Warrior Transition Detachment (WTP) in Sembach, Germany, but using JOSE in reverse, to supply headquarters, was a simple, yet brilliant idea. Working within an established system, typically utilized by European based U.S. Army and Air Force units, made it possible for N4 to provide for headquarters and all of the ECRC detachments.

In addition to solving these immediate issues, LSCS Bernard Poteat, LSCS Tim Wooten, and LS2 Kim Oliver continued solving other problems. With the WTP Sembach, Germany, mission suspended due to COVID-19, ECRC N4 lost the ability to collect gear from demobilizing Sailors at this site. This required establishing memorandums of agreement with other central issue facilities in order to



return protective gear to the stock system. ECRC N4 also open purchased plexiglass at Home Depot and then assembled, where practical, protective barriers between staff and customers. In the warehouse, in classrooms, and in medical, N4 clearly designated six foot stand offs to aid with social distancing.

COVID-19 forced ECRC and its customers into navigating restriction of movement (ROM) and pause in mission (POM). N4 was crucial to providing vehicles necessary for the transport of Sailors and served as direct liaison with the Naval Station Norfolk food service officer to ensure ROM and POM Sailors received three daily meals.

Although ECRC never stopped processing new weekly customers, the customer base did drop significantly, to only 120 customers, in order to meet the intent of social distancing. In every aspect of the ECRC lifecycle, from medical, to training, to gear fitting and issue, ECRC strived to maintain best practices to keep staff and customers safe. However, this reduction in customers led to a backlog that USFF needed to clear. Ultimately, ECRC Reserve detachments mobilized and created a secondary mobilization site in Gulfport, Mississippi. ECRC N4 supported the stand up of this mission with military interdepartmental purchase requests for vehicles and other Naval Facilities Engineering Command requirements, as well as procurement of everything from furniture, to NMCI assets, to medical supplies, and consumables.

Of course, I would never choose to live in a COVID-19 environment; however, my ECRC N4 team makes working in a COVID-19 reality as easy as it can possibly be. My sincere appreciation to each one of them for their creativity, ingenuity, flexibility, professionalism, dedication, and courage. 🌟

Right: LSCS Bernard Poteat installing plexiglass to protect staff and customers in the Expeditionary Combat Readiness Center Processing Department. –photo by LS1 Brandon Briggs

Below: Expeditionary Combat Readiness Center (ECRC) N4 Team receiving face shields at the ECRC KBB Warehouse, Dayton Hall, Mason Street, Norfolk Naval Station. *From left to right:* LSCS John Wooten, LS2 Kim Oliver, LS2 Jessica Wallich, LS2 Francis Ngure, and LS2 Katherine Almanza –photo by LS1 Brandon Briggs



Left: Expeditionary Combat Readiness Center N4 Financials Leading Petty Officer LS2 Keiondra Howard guiding LS2 Francis Ngure on the use of Joint Office Supply Europe to ensure delivery of personal protective equipment. –photo by LS1 Brandon Briggs



Above: Expeditionary Combat Readiness Center ROM team picking up meals at Naval Station Norfolk Galley for delivery to the Navy Gateway Inn and Suites. –photo by LS2 Keiondra Howard



Getting the Job Done During COVID-19

By Ens. Ashley L. Schoonmaker

UNITED STATES NAVY RESERVE,
DEFENSE CONTRACT MANAGEMENT
AGENCY EAST

In these unprecedented times, adaptation is key. Defense Contract Management Agency (DCMA) Boston began the year with a plan to host a face-to-face tabletop operational contracting support (OCS) exercise to integrate its active duty and Reserve force, build deployment skills, and stay always ready for wartime operations. In the face of COVID-19, the command made it happen.

The virtualization of our society in response to the threat of COVID-19 has impacted industry, education, families, and the military. Across two days, 28 active duty and Reserve DCMA military – officers and enlisted from the United States Army, Air Force, Navy, Massachusetts National Guard, and Joint Staff, with contracting, engineering, and program management backgrounds – conducted a unique and successful virtual table top exercise for OCS. Participants worked through a fictional war gaming exercise to plan and build the type of deliverables they will be coaching others to create while deployed.

“It is critical that we lean in and utilize all available tools at our disposal in these times. We must continue developing our deployment skillset regardless of the environment we are working in. It takes a bit more creativity and planning on the part of leadership, but we can do this,” said Navy Reserve DCMA East Commanding Officer Cmdr. Justin Doster, who led the exercise.

Within the context of a fictional Joint task force mobilization to support an ally under attack from a neighboring country, the members of this exercise worked through issues such as establishing an OCS Integration Cell (OCSIC) in a foreign country, identifying and prioritizing logistics requirements and building an OCS estimate. Once requirements were identified, participants built additional contracting deliverables such as performance

work statements, quality assurance plans, independent government estimates, and other typical contracting deliverables. Providing OCS is DCMA’s number one resource priority, so it is critical that deployable resources continuously train and develop these critical deployment skills. “It’s not a matter of IF we will deploy, but WHEN. Since acquisition officers tend to be sent individually to augment Joint units, we each need to practice and bring our A-game to the fight. We’re agile logisticians who expand a commander’s options for getting the things they need. And if we don’t do our job well, the mission suffers,” expressed DCMA Boston Commanding Officer Capt. Frederick M. Dini.

The exercise contained multiple periods of lecture on acquisition topics such as: OCS policy and publications, OCSICs, Joint Requirement Review Boards, and all the deliverables produced in theater in support of the OCS process. Participants then broke into smaller groups within the DoD Commercial Virtual Remote (CVR) Microsoft Teams environment to discuss the scenario and prepare various OCS deliverables assigned to their team. Exercise observers and leaders were able to move from virtual breakout room to breakout room to lend advice and experience in real world situations. As the larger group reconvened, the members were able to discuss the strategies their teams developed and receive feedback real time from group leaders.

Overcoming the unfamiliarity of a virtual environment, the exercise, led by Doster, was an educational success. “This was one of the best organized exercises I’ve ever attended. It was well thought out, executed on time, and everyone participated. Even having to modify this to a telecom table top, I feel like nothing was lost. I was honestly blown away by how interesting and purposeful the exercise was,” noted Air Force Capt. Rachel Redfearn.

DCMA Boston is working hard to drive active and Reserve integration, as well as provide meaningful training to further develop strategically critical deployment skills. COVID-19 has made that task more challenging, but by no means impossible. It just takes a little creativity and effort. 🌟

Beans, Bullets, Bandages and Care Packages—Fleet Logistics in the Indo-Pacific

By Petty Officer 2nd Class Christopher Veloicaza

COMMANDER, LOGISTICS GROUP WESTERN PACIFIC

The 7th Fleet is the U.S. Navy's largest forward-deployed fleet with hundreds of ships, submarines and aircraft in the theater on any given day. That steady presence would not be possible without the responsive, resilient sustainment provided by the replenishment team at Commander, Logistics Group Western Pacific (COMLOG WESTPAC)/Task Force 73 (CTF 73) and the Military Sealift Command's (MSC) Combat Logistics Force.

COMLOG WESTPAC/CTF 73, located in Singapore, plans and executes the resupply of food, ordnance, fuel and repair parts for the U.S. Navy's surface ships in 7th Fleet. Their mission requires operating ships across the 52 million square miles of ocean that make-up the fleet's area of responsibility.

The fleet replenishment team is the focal point for the U.S. Navy's combatant ships – the “customers” – the supply ships, and the rest of the logistics chain to arrange replenishments-at-sea events. The Fleet Replenishment Officer Lt. Cmdr. Cory Eggers often works against time, weather and competing demands to ensure ships and Sailors remain ready and on station.

The modern approach to underway replenishments (UNREPs) dates back more than 100 years, when the U.S. Navy began rigging hoses between ships to transfer liquid fuels. As a young lieutenant, Chester Nimitz, who would later become a fleet admiral, was a pioneer in the Navy's use of the concept.

As the Navy fully grasped the potential of UNREPs, it grew to encompass the replenishment of not only fuel, but ordnance, food, parts and personnel.

Capt. Chuck Dwy, the assistant chief of staff for logistics, said the ability to safely conduct UNREPs means that ships can

remain on station longer, increasing the fleet commander's operational reach.

“Around the Navy, ships are breaking records for remaining at sea,” said Eggers. “I see that as a great reflection of the outstanding support from our civilian mariners and Combat Logistics Force ships.”

Dwy said reliable and responsive sustainment in the form of replenishments-at-sea enables the U.S. Navy to be a global presence.

“Every U.S. Navy Sailor out there knows they can rely on our logistics team,” said Dwy. “No matter how rough the sailing is or in spite of a global pandemic, we will get you what you need—the

food, the fuel, the ordnance, the parts—to stay in the fight.”

Responsive sustainment is a defining characteristic of CTF 73 and particularly the replenishment schedulers.

“Our goal is to plan out 60-90 days, so we can schedule maintenance, move assets into place and coordinate with foreign governments,” said Eggers. “But weather gets a vote, parts break, and taskings change, so we are always ready to move on to plan B, C, D and so on.”

As professional problem solvers, the fleet replenishment team understands priorities and will respond to meet changing schedules and support ship and Sailor needs.

Rear Adm. Joey Tynch, commander of Logistics Group Western Pacific, said whether it's a crucial repair part or a letter from home, every link in the chain is critical when shipmates are counting on you.

“A great example of responsive logistics is our Christmas Eve mail delivery,” said Tynch. “One of our aircraft carriers hadn't been able to receive their mail for a few weeks and, based on the



Logistics Specialist 3rd Class Brittany Pino sorts mail in the hangar bay of the Navy's only forward-deployed aircraft carrier USS Ronald Reagan (CVN 76) during a replenishment-at-sea with dry cargo/ammunition ship USNS Cesar Chavez (T-AKE 14). —photo by Mass Communication Specialist 3rd Class Erica Bechard

...continued on page 38



schedule, wouldn't get a delivery before the holiday. Using everything at their disposal, our schedulers were able to brighten the day for a few thousand Sailors."

Lt. William Contarino, fuels officer, works with Eggers on the replenishment schedules. The fuels officer is responsible for tracking fuel statuses of all U.S. Navy ships in the 7th Fleet and ensuring adequate inventories and fueling.

Contarino said that fuel's varying global standards and the Navy's stringent requirements make that class of supply one of the most challenging.

MSC Far East is responsible for the execution of strategic sealift missions throughout the Indo-Pacific region. It serves as a direct link to MSC ships, providing maintenance oversight, logistics coordination and other needed services.

MSC operates approximately 125 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.

COMLOG WESTPAC/CTF 73 is the U.S. 7th Fleet's provider of combat-ready logistics, operating government-owned and contracted ships to keep units throughout the 7th Fleet armed, fueled and fed. 🌟

Above: U.S. Navy Logistics Specialist Seaman Apprentice William Caliman left, and Logistics Specialist 3rd Class Hunter Boyce move away from an MH-60S Seahawk, assigned to the "Eightballers" of Helicopter Sea Combat Squadron 8, as it lifts cargo from the flight deck of the aircraft carrier USS Theodore Roosevelt (CVN 71) during a replenishment-at-sea with the fleet replenishment oiler USNS Henry J. Kaiser (T AO 187). —photo by Mass Communication Specialist Seaman Erik Melgar



Capt. Carlson, commanding officer of USS Zumwalt (DDG 1000) presents the SWSCO pin to Lt. j.g. Nick Ormsby. —photo by Lt. Robert Kelly

Path to Surface Warfare Supply Corps Officer on Zumwalt Class Destroyer

By Lt. j.g. Nick Ormsby, Assistant Supply Officer

USS ZUMWALT (DDG 1000)

I am one of the many Supply Corps officers that entered the Supply Corps from a different community. In my case, I left aviation after struggling with airsickness. Throughout my time at Navy Supply Corps School (NSCS), I knew I wanted a non-traditional first tour as a Supply Corps officer. Ultimately, I wanted either an expeditionary unit or a challenging tour on a surface ship. My dreams became a reality when it was my turn at orders reading and I saw the picture of the Navy's newest destroyer on the screen behind me. Realizing I was going to be the first-ever Supply Corps officer from NSCS to be a division officer aboard this ship was both exhilarating and intimidating. I wasn't sure of the type of challenges I would face on reporting to USS Zumwalt (DDG 1000) since the ship has had only one supply officer since commissioning, but I was more than prepared for the challenges.

Fast forward to a long drive to San Diego and checking aboard. I was immediately introduced to a fast-paced work tempo. I assumed duties as assistant supply officer, being the division officer for S1, S2, and S3. I was told from the start that Zumwalt is not a typical DDG, and I would have my own unique experience compared to that of my supply officer. I knew even then that this firsthand experience would help me adapt to challenging aspects in billets later in my Supply Corps career.

After a few months aboard, I felt like I understood the supply aspect of the ship well enough and was ready to start focusing on

qualifying Surface Warfare Supply Corps Officer (SWSCO). I knew from the start earning my SWSCO qualification was going to be a challenging process. Being on Zumwalt is like nothing I had ever experienced before; this is not your traditional DDG/CG. I had to learn everything about the Zumwalt class, from the latest combat systems software, advanced weapon systems, and unique engineering plant, in addition to the capabilities and limitations of the rest of the surface fleet.

After months of studying, countless boards, and hundreds of line items later, I found myself standing on the flight deck, in the midst of the COVID-19 pandemic, receiving my SWSCO from our commanding officer, a mere 11 months after reporting aboard. It has been an extreme honor to be one of the first officers to earn a warfare qualification aboard a Zumwalt class ship, and I hope this will help pave the way forward for countless others.

Less than a year after I left the NSCS basic qualification course, I have been to San Francisco Fleet Week, participated in first-in-class testing, and learned more than I thought was possible about the supply system. I am proud to say the leadership, mentorship, and strenuous curriculum at NSCS set me up for success in an extremely challenging, yet rewarding, first tour assignment. The best advice I can give to an officer graduating from the basic qualification course is to keep pushing toward your ultimate goal of earning your SWSCO, and don't be afraid to break through the adversity you may face. 🌟

From PAL to PEP: Leveraging Operational Experience to Build Even Closer U.S./U.K. Alliances as Supply Corps Exchange Officer

By Lt. Cmdr. Patrick Amundson, Exchange Officer

NAVY COMMAND SUPPORT AND LOGISTICS – AVIATION (FUTURE CAPABILITY)
ROYAL NAVY HEADQUARTERS, UNITED KINGDOM



Lt. Cmdr. Patrick Amundson returns aboard USS John C. Stennis (CVN 74) from a day out meeting with supply officers on the destroyers in company. —photo by Mass Communication Specialist 3rd Class Grant G. Grady

Supply Corps Officer Lt. Cmdr. Patrick Amundson went from being USS John C. Stennis (CVN 74) Principal Assistant for Logistics (PAL) to being accepted as Royal Navy's newest Personal Exchange Program (PEP) officer, now supporting U.K. 's F-35 and Carrier Strike programs. Positioned at Royal Navy Headquarters, he is sought out to build U.S./U.K. maritime interoperability and capability, while his previous operational experience is leveraged daily as Ministry of Defense re-establishes 'Big-Deck' carrier strike capability and prepares to deploy its newest Queen Elizabeth Class Carrier Strike Group.

"In days to come, the British and American peoples will, for their own safety and for the good of all, walk together side-by-side in majesty, in justice, and in peace." - Winston Churchill

Looking out across Portsmouth's waterfront, it is not difficult to see history unfolding. Its picturesque dockyards are home to the storied HMS Victory, Adm. Lord Nelson's flagship in the Battle of Trafalgar; while just beyond are the embarkation points for the allied invasion of Normandy. Five miles to the north, Southwick House and its famous map room can be found. As the former Allied Naval Headquarters during WWII, plans for Operation Neptune (D-Day or Normandy landings) were finalized and executed on June 6, 1944, commencing Operation Overlord. Those staggering efforts to deploy nearly 7,000 naval vessels, 156,000 men and 11,000 warplanes in the largest amphibious invasion operation in history marked an incredible highpoint in allied cooperation between the United States and Great Britain. That unique partnership between our two nations, which historians have termed "the special relationship," has continued to develop and today enjoys a shared naval legacy that I feel privileged to be part of as a Supply Corps exchange officer to the United Kingdom's Royal Navy.

Having just completed a successful PAL tour aboard USS John C. Stennis (CVN 74), one of the first things that naturally stuck out to me when arriving at Royal Navy Headquarters were the two aircraft carriers moored nearby. HMS Queen Elizabeth (R08) and HMS Prince of Wales (R09), the newest Queen Elizabeth class carriers to lead Royal Navy's fleet were being loaded for underway operations with their newest F-35 Lightning II jets. This was exciting to witness because capability and sustainment development for

the F-35 would be my primary focus within Royal Navy as PEP officer. The exchange officer program itself is managed under OPNAV instruction and includes over 200 exchanges across all designators (five of them Supply Corps) and with 20 different countries. For my billet, Royal Navy was primarily interested in candidates with a completed O-4 operational tour; as U.K. Ministry of Defence shapes both their newest carrier fleet and 5th gen carrier strike capability, they wanted someone with strike group sustainment experience and to help integrate those priorities with allied operations. This was a natural progression for me, having just finished supporting an operational battle staff and it was instantly exciting work looking at how our respective navies were going to be operating together and directly inform and influence the planning and sustainment efforts.

While the billet itself is Lifecycle Logistics Acquisition coded, I quickly found that my skillsets were also utilized and expanded beyond performance-based logistics contracts and lifecycle logistics. My Royal Navy reciprocal counterpart (the 'exchange' part of the billet) who is positioned at NAVSUP Headquarters, and with whom I work on U.S./U.K. integration strategies, is a vital part of my network, which has also grown to support these efforts. The amazing teams at NAVSUP Headquarters, Fleet Forces Command N41 staff, OPNAV, United States Marine Corps Headquarters, and NAVSUP Weapon Systems Support F-35 Integrated Weapons Support Team are some of the most talented leaders in our profession and just some of the sheer talent which I'm afforded the opportunity to collaborate with on both sides of 'the pond,' and is itself reason to seriously consider becoming a candidate for a PEP billet.

The mentorship and camaraderie that I've experienced in my PEP role has also been an invaluable part of this PEP tour. Culturally, PEP officers are expected to fully immerse in the host service and country in which they're assigned, and I quickly became a full-fledged member of the command's wardroom, which for

British officers is a cherished tradition with socials and events marked throughout the year. While the amount of British naval customs and observed traditions seem easily overwhelming to any newcomer, it is also unsurprising given Royal Navy's 220-year head start. Trafalgar Night, Battle of Taranto, and Logistics Branch Officer dining-outs highlight the many events celebrating naval heritage and ones which I was made to feel a welcomed part of.

Another noteworthy experience I had was being the first American to attend Royal Navy's Maritime Operations Logistics Course (MOLC), a certification course normally attended by Royal Force Auxiliary and Royal Navy Logistics officers bound for their senior department head ride or undertaking the role of Group Logistics Commander to a 1-star battle staff. NATO and allied doctrine are leveraged (with immediate recollection to work during Joint Professional Military Education I) to support a multinational task group, with class members developing COAs to present to warfare commanders who sit in on the last day's presentations. This was also exciting work because it sharpened my own professional skills to support the kind of force employment described in great detail in the "Maritime Logistics in a Changing Strategic Environment" series, reading I strongly recommend every junior officer familiarize themselves with and found in its entirety on the eSUPPO app. During the course, I was also invited to share perspective on U.S. sustainment practices and offer my own experiences supporting Carrier Strike Group 3 for its around-the-world deployment. This was also noteworthy because following the course, MOLC leadership made the U.S. sustainment component a permanent fixture in the curriculum and I was asked to brief this to future MOLC classes going forward, which will be in addition to the U.K.'s F-35 program and sustainment brief which I also provide to MOLC classes. These have offered tremendous opportunities to build knowledge in our respective capabilities and further bridge mutual support.

As he was retiring as prime minister, Winston Churchill handed parting messages of advice to his non-cabinet ministers, one of which stated, simply, "never be separated from the Americans." As British and American allies continue to leverage mutual support, I have felt extremely fortunate to contribute to that lasting legacy, especially the partnerships between NAVSUP and Royal Navy Logistics in that endeavor. In sustaining that special and unique relationship in the capacity as PEP officer, my opportunities to help shape our shared future, develop our next platforms, and build lifelong friends and mentors have been invaluable and will translate very well into tours to come. ✨

Supply Corps officers interested in learning more about the Supply Corps Personnel Exchange Program selection requirements should contact the Supply Corps Career Counselor at supplycorpscarrer_counselor@navy.mil

USS Boxer (LHD 4) Supply Department Earns 17th Consecutive Blue “E” Award

By Lt. j.g. Blake Giragos, Sales Officer, USS Boxer

The supply department of the USS Boxer (LHD 4) received the Blue “E” award this past April, marking the ship’s 17th consecutive such award. The accomplishment comes following the amphibious assault ship’s successful deployment to the 5th and 7th Fleet areas of responsibility and in advance of an 18-month dry-dock period.

“I am exceptionally proud of the continued hard work and dedication our supply Sailors show day-in and day-out,” said Boxer’s Supply Officer Cmdr. Phoebe Tamayo. “From a challenging deployment, to a rapidly following Board of Inspection and Survey and now COVID-19, they have shown themselves to be an enduring model for the Pacific Fleet.”

“Dry dock in this challenging environment is our next big challenge,” reports Logistics Specialist First Class Justin Delacruz. “But supply is always eager to lean forward and earn our next consecutive Blue “E.” 🌟



USS Wasp (LHD 1) Supply Corps Officer Wins Coveted Award, Marks Back-to-Back Winners from Command

By Chief Petty Officer Andrew McCord, USS Wasp

A Supply Corps officer aboard the amphibious assault ship USS Wasp (LHD 1) was selected as the winner of the Vice Admiral Robert F. Batchelder Award. Lt.j.g. Richard Brown became the second winner put forward from Wasp's supply department in as many years, making Wasp the only ship to receive back-to-back awards in nearly a decade. Wasp's Assistant Supply Officer Lt. Aaron Deanon was the 2019 winner of the prestigious award, which annually recognizes five junior Navy Supply Corps officers who have made the most significant contributions to the supply readiness of the Navy's operating forces.

"Lt.j.g. Brown worked tirelessly to set a good example for his Sailors, the wardroom, and supply officers around the globe," said Wasp Supply Officer Cmdr. Ryan Anderson. "He has earned my professional trust and the respect of the entire crew. His role in empowering mission capability and the overall readiness of Wasp is beyond contestation."

Nominated for his performance from April 2018 to November 2019, Brown's broad spectrum of capabilities and responsibilities were demonstrative of a dedicated Supply Corps limited duty officer who focused his experience and forward thinking initiatives toward the most operational LHD-class ship in the fleet. Noted for his expertise in coordinating logistics as both stock control officer and material control officer during Wasp's participation in Exercise Balikatan off the coast of the Philippines, Brown played a crucial role in the success of the exercise.

"The exercise area of operations provided a unique set of logistical problems because of extremely disparate logistics nodes flanked by fluid custom clearance times," said Anderson. "[Balikatan] was a success due primarily to Lt.j.g. Brown being able to identify and aggressively adapt to unplanned tactical and operational realities."

Brown rose to the occasion during Wasp's participation in the multi-national Exercise Talisman Sabre 2019 in Australia, when he led his Aviation Supply division to consistently provide outstanding sustained logistical support. Directly supported by Brown's team, the embarked aviation units flew nearly 1,500 flight hours throughout the exercise. That year, F-35Bs flown from Wasp were featured for the first time.

However, it was Brown's masterful planning and execution of the F-35B Afloat Spares Package offload which set him apart from his peers. With only two weeks to execute, he worked alongside Lockheed Martin personnel to prepare, inventory, package, and offload 4,655 line items. In total, nearly 75 pallets and containers of materials were offloaded in San Diego during the ship's home-port shift transit from Sasebo, Japan to Norfolk, Virginia.

"The level of accomplishment by Lt.j.g. Brown over the last year-and-a-half is a testament to an exemplary leader with a keen mind who motivates his Sailors to achieve on a far-reaching scale, in a series of diverse environments," said Wasp Commanding Officer Capt. Greg Baker. "His understanding of the missions, willingness to take on the most difficult of assignments, and flawless execution put him in a category unto himself, and put Wasp in the enviable position of having such a fine officer aboard." 🌟





Navy Chief Petty Officer Ubaldo Huaromo mans the rails aboard the Military Sealift Command hospital ship USNS Comfort (T AH 20) as it leaves Norfolk, Virginia., April 1, 2015, in support of Continuing Promise 2015. —photo courtesy of Petty Officer 3rd Class Andrew Schneider

Face of Defense: From Peru to U.S. Navy Chief

By Katie Lange

DEPARTMENT OF DEFENSE NEWS

A lot of young people come to the United States looking for a better life, and many join the military as part of their journey. Navy Chief Petty Officer Ubaldo Huaromo, 54, is no exception.

Growing up in Ancash, Peru, he never expected that he'd be traveling the globe managing supplies for the world's greatest navy. While supporting his family in his home country, he was hired by a travel agency. That led to the opportunity of a lifetime. In August 1988, he picked up his life and moved to the United States. Eight years later, he joined the Navy, enabling him to bring his wife and two children into the country. His solid work ethic quickly put him on the fast track to Navy success.

Huaromo has spent the past 24 years working in logistics, a career in which he

manages supply inventories and issues them, as needed, whether they're repair parts for aircraft and ships or specialized supplies for special warfare units. He's worked his way up the ranks. Currently he serves as the leading chief logistics specialist and command senior enlisted leader at a fleet logistics center on Diego Garcia, a small British-owned island in the central Indian Ocean. Part of his job is to guide the men and women who serve under him so they, too, find a path for success.

Huaromo will retire in December. As he prepares to rejoin the civilian world, he talked about moving to the U.S., joining the military, and what that decision has done for his life.

Tell me a little about why you came to the United States, and what led you to the U.S. military.

To make a long story short, I lost my mother at age 9, and I was basically forced to work to meet the needs in the family. I remember well my very first job where I used to sell plastic-tube popsicles called "marcianos" in the streets of Peru at age 12. I worked at other various jobs while going to school at the same time. After I graduated from high school, through God's grace, I was hired by a

travel agency to work as a courier and janitor in Lima. My dedication and work ethic was noticed and admired, and I was given the opportunity to come to the U.S. in search of a better life. The U.S. was, and still is, the greatest, and it's full of opportunities where any person in the world would love to land. So, as adventurous as I had become at a young age, I decided to leave my home country to make this dream a reality.

Was it hard, trying to fit in and find work in a new country? And was it a similar experience of assimilation when you joined the military?

It was hard, but not difficult enough to discourage me from what I wanted to accomplish. When I arrived in the U.S. in 1988, I already had a baby daughter in Peru, and that gave me more than enough motivation to overcome the obstacles I encountered. The first obstacle was learning a foreign language since I did not speak any English at all. My very first job in the U.S. was as a dishwasher at a seafood restaurant, and, luckily, no English was needed for this.

Eight years later, I joined the Navy at the age of 30. My assimilation to this new adventure and lifestyle was, in a way, very similar.

Although English was no longer the major obstacle, it was hard to fit in and interact with such a young group of recruits because I never had a chance to socialize and team up with young adult Americans. If I remember correctly, I was the only recruit in my division who wasn't born in the U.S.

What made you choose the Navy over other branches?

When I was working at a pizza restaurant, I met a Sailor who talked to me about life in the Navy and the places he had visited throughout his time in the service, and that was what initially got me interested. I did more research on my own, and I learned the Navy, by far, offers some of the best opportunities to travel around the globe. If you really want to see the world while serving, join the Navy. To date, I have been to 57 countries, which may not have been possible if I had joined another branch.

You enlisted in the Navy at 30 as an older recruit. What would you say to other folks who are considering joining up but might think they're too old?

I always believed you are never too old to pursue what you would love to do. If you have interest in serving your country and being a member of the most powerful armed forces in the world, at least give it a try.

I joined with some fear and uncertainty of where or how I was going to end up in my new adventure. Now, 24 years later, I can only say that it was the best thing I did.

I love what I do in the Navy. I'm ready for anything that the mission calls for while taking care of my Sailors and always instilling pride in service, love for country and professionalism.

Explain the job of a chief logistics specialist. What does that entail?

Once you achieve the rank of Navy chief, you become responsible for the smooth operation and personnel management in your department and/or division. You demand and enforce the Navy standards. As chief logistics specialist, my job entails ensuring my personnel provide exceptional customer service and that they are efficiently operating financial accounting systems, including government funds expenditures. [I make sure they're] managing inventories of repair parts and general supplies that support Navy

ships, aviation squadrons and shore-based activities, including the military postal service.

What duty station have you enjoyed most, and why?

Personally, I think there is no boring place on Earth if you try to make the best of it and know how to find things to do. However, I must say the duty stations I have enjoyed most are my overseas tours in Spain, Italy and here in Diego Garcia because of the travel opportunities and experiences I gained

while exploring different cultures and lifestyles.

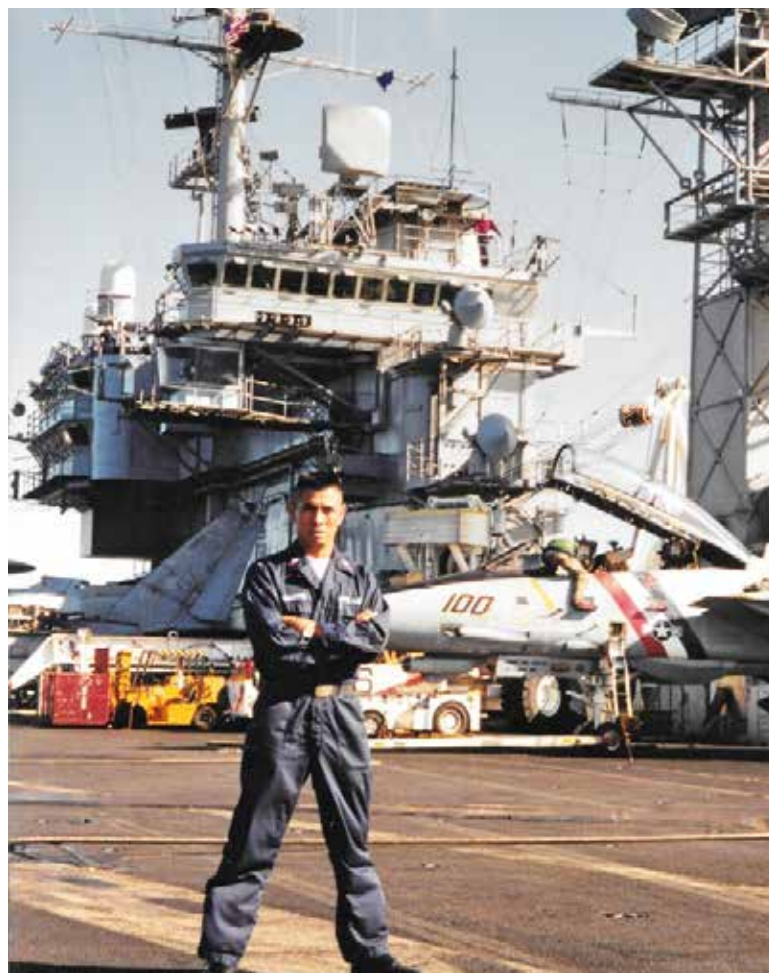
What is one of your most memorable experiences in the military?

When I was promoted to the rank of chief petty officer. My entire family in the U.S. witnessed my promotion ceremony in 2012, and my father and my wife, overwhelmed with pride, placed my chief device on my

...continued on page 46

Right: Navy Petty Officer 2nd Class Ubaldo Huaromo poses for a photo with then-Defense Secretary Donald Rumsfeld on USS John F. Kennedy (CVA 67), Oct. 10, 2004.

Below: Navy Petty Officer 3rd Class Ubaldo Huaromo stands on the deck of an aircraft carrier. -photos courtesy of Chief Petty Officer Ubaldo Huaromo



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khaki collars. My father and my sister fell into tears seeing me in my new chief uniform. It was very emotional and a milestone achievement.

My other memorable experiences include when I served in Iraq with an aviation squadron in support of Operation Iraqi Freedom and during my last six-month deployment aboard USNS Comfort (T AH 20), where we visited 13 countries, including Panama. I actually had the opportunity to meet the Panamanian president in person in 2015!

What kind of view did your Peruvian family have of the U.S.



military before you enlisted? Has that changed in the past 24 years?

We all knew that the U.S. was the most powerful nation in the world, but no one in my family, including myself, knew any specifics about the American military before I came here. Through my involvement over the last 24 years, they learned a lot about it. Even the entire village where I come from learned more about the U.S. and its military. The school I attended sees me as an inspiring role model for the students to follow.

You seem to get a lot of respect from the Sailors under you. What sort of advice do you give them about life and their careers?

I give them all kinds of advice, personally and professionally, based on what I have learned through my mistakes and successes ... coming from a disadvantaged background. One piece of advice I always give is: regardless of what your current situation is, enjoy life to the fullest and live each day like it's your very last. Life is very precious, but also very short. The great sacrifices you make now will bring big dividends later in life, and great things do

not come easily. Personal sacrifice is the first condition of success!

Another piece of advice I always give is to always do the right thing, regardless of the cost, so that you stand strong and avoid trouble. Be honest, be kind to others, and don't be afraid to make mistakes. But most importantly, own up to your actions and learn from your failures. Work hard and play harder!

What is it about your leadership that you think inspires them?

I always tell my Sailors to speak their mind as I do with them, and I encourage them to point out my weaknesses more than my strengths because it's the only way I can be better for them. They like that very much.

Left: Navy Chief Petty Officer Ubaldo Huaromo sits behind his desk at the NAVSUP FLC Yokosuka Site Diego Garcia, where he is the command senior enlisted leader. —photo courtesy of Chief Petty Officer Ubaldo Huaromo

What I think most inspires my Sailors is that I'm always engaged with them, so we work well together as a team. I don't just direct them and supervise them, but I also put my hands where they put theirs. No job is too hard or "not a chief's job" for me. I have no problem doing what an E-1 does. I not only motivate my Sailors through words, but I also do it with my actions.

What do you like to do in your spare time?

I like to stay physically active by participating in sports more than exercising at a gym. I grew up playing soccer and continued playing soccer in the Navy ... that has given me unforgettable joy and memories, such as when my teams won base-wide championships in Rota, Spain, in 2010 and Sigonella, Italy, in 2017.

I also bike and play tennis and volleyball, but perhaps what I love the most is swimming and snorkeling. Here on the island, I'm a known swimmer for achieving two 50-mile swim goals and for swimming 162 laps (slightly more than 5 miles) in a single free-style, nonstop event. This was my greatest swimming achievement for which I feel very proud. I go snorkeling every time I get a

chance. One time, I got in the water around 10 a.m. and did not come out of the water until sunset. I could happily live in the water with sea creatures if sharks were not around.

You're retiring in December after 24 years of service. Congrats! What do you plan to do next?

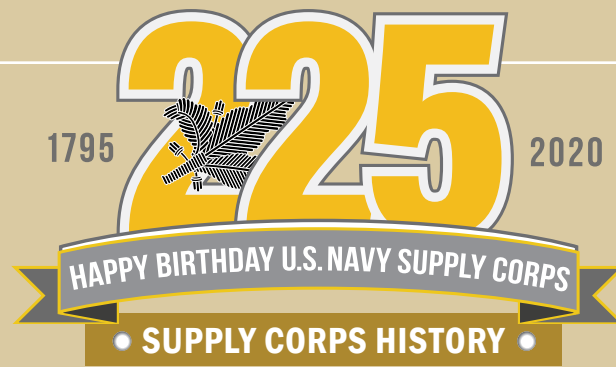
It will be my time to do what others did for me when I needed it the most. Because I grew up in a poor family who had very little, I know what it's like to feel helpless. Therefore, my wife — my high school sweetheart — and I plan on traveling around the world and going to some of the poorest places in each country we visit. I'm hoping to volunteer my time and do anything I can to give joy to people who are less fortunate, specifically children and elderly citizens.

From selling popsicles in Peru to my dishwashing job in the U.S., and now retiring as a U.S. Navy chief, I think I've accomplished more than I could have ever imagined. I thank God for his blessings and for keeping me safe throughout my journey, and I also thank the very generous and kind people who gave me a helping hand along the way. Thank you, United States of America, my beloved, adopted country. I am proud to be Peruvian-American, and I can proudly say I have honorably served in the United States Navy! 🌟

Below: Before Ubaldo Huaromo joined the Navy 24 years ago, the Peru native worked at a pizza shop in the United States.—photo courtesy of Chief Petty Officer Ubaldo Huaromo



Fall 2020



CAPT. ROBERT WYATT GRANSTON

Robert W. Granston was born in Washington, Seattle in 1916. He began his Navy career in August 1940 when he reported for duty as the disbursing officer onboard Cavite Navy Yard.

He was at Cavite on Dec. 10, 1941 when the Japanese bombed the island in preparation for the impending invasion. During the bombing, Granston retrieved all of his funds and ledgers from the disbursing office safe. The disbursing office building was adjacent to the torpedo factory that was under constant bombing. Granston feared losing his accounts if the building caught fire. After rescuing all of the funds from the safe, he managed to travel to Manila where he cleared his accounts with the bank.

Later in the war, Granston was captured by the Japanese while defending the garrison on Corregidor Island. After capture, he was transported to the Cabanatuan prison camps where he remained until October 1944.

In December 1944, Granston was aboard the Japanese ship Enoura Maru transporting prisoners to work camps in Japan and Korea. During transit, the ship was bombed and sunk by U.S. forces in Formosa. Granston was one of the 350 prisoners that survived.

He spent the rest of the war in Jinsen, Korea until he was repatriated to the United States in August 1945.

Granston remained in the Navy and served in various commands until his retirement in 1968.

Granston was awarded the Navy Cross for his brave actions onboard Cavite Navy Yard. He is one of only two Navy Supply Corps officers to have received this distinction.

LT. CMDR. JOHN ASPINWALL ROOSEVELT

John A. Roosevelt was born in Hyde Park, New York in 1916. Before his days in the naval service, Roosevelt briefly worked at Filene's department store in Boston. He began his Navy career in September 1941 as a Supply Corps ensign. His first assignment was onboard the Supply Depot in San Diego. He also had other shore billets.

Roosevelt urged his father, President Franklin D. Roosevelt, for the opportunity to go into harm's way, and was transferred to USS Wasp (?). Once aboard Wasp, Roosevelt promoted to lieutenant and served on the carrier during the push across the Pacific Ocean. He served on Wasp for 15 months and was awarded the Bronze Star and a promotion to lieutenant commander for his actions against enemy fire in support of the Marshall Island Campaign.

After the war, Roosevelt moved to California and resumed his career in retail, owning and operating a department store in

Los Angeles. He continued his military service in the naval Reserve.

In 1957, he joined Bache, Halsey, Stuart, Shields, and Company becoming the senior vice president and director.

In 1959, Roosevelt became a trustee of the State University of New York and chairman of the university's finance committee. He was active in their charitable causes.

Roosevelt was also a raiser of funds for many philanthropies, including the National Foundation for Infantile Paralysis, which was founded by his father. He also served on the executive committee of the Greater New York Council of the Boy Scouts of America.

Roosevelt passed away in 1981 in New York City.



Professional Development Resources

By Lt. Samuel D. Shorts

FINANCIAL MANAGER,
COASTAL RIVERINE GROUP TWO

In the last two years, the Navy has published multiple strategies and frameworks that focus on improving officer education and decision making. These include the Secretary of the Navy Memorandum Education for Seapower Decisions and Immediate Actions (February 2019), Navy Leader Development Framework Version 3.0 (May 2019), Education for Seapower Strategy 2020 (March 2020), and most recently, NAVADMIN 137/20 Publication of Bupersinst 1610.1E (Evalman) Change One. NAVADMIN 137/20 dictates that senior leaders must document all personal achievements in education and learning, to include civilian education coursework, professional and academic qualifications, and personal reading programs. In light of this new direction that the Navy is taking in focusing on officer educational development, I've put together a list of resources available to supply officers in case you don't know where to start on your personal education journey:

Civilian Certifications:

Multiple civilian certifications are available for Supply Corps officers to pursue in the areas of supply chain management and logistics, financial management, contract management, and project management. The Navy

Credentialing Opportunities Online website (Navy COOL) has primarily provided funding to enlisted Sailors for civilian certification training and test costs, but recently opened up funding for officers, as well. The majority of the below listed certifications have some of the cost of the certification covered by Navy COOL, and many offer military discounts, as well:

- Certified Supply Chain Professional (CSCP); Association For Supply Chain Management
- Certified in Production and Inventory Management (CPIM); Association for Supply Chain Management
- SCPro Level One; Council of Supply Chain Management Professionals
- Certified Professional in Supply Management (CPSM); Institute for Supply Management
- Certified Commercial Contracts Manager (CCCM); National Contract Management Association
- Certified Federal Contract Manager (CFCM); National Contract Management Association
- Certified Professional Contracts Manager (CPCM); National Contract Management Association
- Certified Defense Financial Manager (CDFM); American Society of Military Comptrollers
- Certified Associate in Project Management (CAPM); Project Management Institute
- Project Management Professional; Project Management Institute

Graduate Program Exams:

Many supply officers are interested in furthering their professional education, and we have three programs that require graduate exams as part of the application process. The Olmsted Scholar Program requires a Graduate Record Examination (GRE), and the 810 and 811 programs require a Graduate Management Admission Test (GMAT) or a GRE score. Each test can cost several hundred dollars, which may be a deterrent to someone taking the test. A resource offered by the Department of Defense that I used to get reimbursed for the GMAT test I took as part of my 811 application was the Defense Activity for Non-Traditional Education Support (DANTES). Through their website, you can upload your test scores and your receipt of payment, and you are eligible to be reimbursed for the cost of the test.

Educational Opportunities:

If you desire to enhance your Supply Corps toolbox through formal education, the following colleges and universities are a few of the educational organizations that offer graduate certificates and/or master's degrees online in supply chain management and logistics:

- University of Southern California
- University of Washington
- University of Texas – Dallas
- Arizona State University
- Michigan State University
- University of Pennsylvania World Campus
- University of Tennessee – Knoxville
- Rutgers University
- University of Colorado – Boulder

Massive Open Online Courses (MOOC):

MOOC's are online courses provided by top tier educational institutions for free or for cost, and, if at cost, usually at a significant price cut if taken directly from the college or university. Two of the primary MOOC hosts are edx.org and coursera.org. Several examples of the programs they offer that apply to the Supply Corps are:

- Master of Business Administration; University of Illinois at Urbana-Champaign

- Master's Degree in Supply Chain Management; Arizona State University
- Master of Business Administration; Boston University
- Supply Chain Management Micromasters; MIT
- Corporate Finance; Columbia
- Project Management Professional Certificate; University of California Irvine
- Business Writing Professional Certificate; University of California Berkeley
- Strategic Management Professional Certificate; University of Pennsylvania Wharton
- Supply Chain Excellence Certificate; Rutgers University

Reading Lists:

As supply officers, we continually find ourselves working in a Joint environment, and these lists are a great resource to improve our understanding of other military branches and government agencies. In addition to the CNO's professional reading program, here are several other reading lists that have been put together by senior leaders in our military and civilian workforce:

- USINDOPACOM
- Defense Acquisition University
- Chairman of the Joint Chiefs of Staff
- U.S. Army Chief of Staff
- USMC Commandant
- Chief of Staff of the Air Force
- Coast Guard Commandant
- USSOCOM
- Central Intelligence Agency
- Defense Intelligence Agency

In addition to the above listed resources, the Navy offers several online degrees through the Naval Postgraduate School, to include an MBA degree and a contract management degree. If you are looking to round out your personal military record and meet the prerequisites required, the Certified Defense Financial Manager certification can earn you a NR1 or NR2 additional qualification designation (AQD) and Pennsylvania State University's World Campus online ERP undergraduate certificate can qualify you for a 92E AQD.

To summarize, personal education and skill set enrichment does not have to be intimidating. There are resources available to help offset the cost of many of these programs, and programs like the Navy MWR reading program provides online access to thousands of books free of charge. By taking charge of our own education, we can become better leaders ready to take on the challenges of today and the challenges of the future. ●



Ret. Capt. Ronald T. Pretulak

Retired Capt. Ronald Pretulak, SC, USNR, 73, passed away on May 30, 2020. Pretulak retired from the Navy after 26 years of service while serving as Commander, Naval Reserve Force, New Orleans, Louisiana. He received his bachelor's degree from Pennsylvania State University and his master's degree from Central Michigan. Duty assignments include: Naval Supply Systems Command, Arlington, Virginia; Commander, Naval Reserve Force, New Orleans, Louisiana; Naval Reserve Readiness Command Region Sixteen, Minneapolis, Minnesota; Commander, Fleet Activities, Sasebo, Japan; Defense Industrial Supply Center, Philadelphia, Pennsylvania; U.S. Naval Station, Midway Island; Atlantic Command Operations Control Center, Norfolk, Virginia; and USS Fort Snelling (LSD 30).

Ret. Capt. Roger W. Gilmore

Retired Capt. Roger Gilmore, SC, USN, 88, passed away on April 21, 2020. Gilmore retired from the Navy after 24 years of service while serving at Naval Sea Systems Command, Washington, D.C. He received his bachelor's degree from the University of Michigan and his master's degree from the University of Michigan. Duty Stations include: USS Antietam (CVS 36); Supply Officer, USS Lowry (DD 770); Staff, Commander Service Force, Atlantic Fleet; Supervisor of Shipbuilding USN and Naval Inspector of Ordnance, Bay City, Michigan; Staff, Commander, Destroyer Flotilla One; Military Industrial Supply Agency, Philadelphia, Pennsylvania; Navy Fleet Material Support Office, Mechanicsburg, Pennsylvania; Supply Officer, USS Providence (CLG 6); Office of the Chief of Naval Material, Washington, D.C.; and Defense Contract Administration Services Region, Hartford, Connecticut.

Ret. Capt. Donald M. Ervine

Retired Capt. Donald Ervine, SC, USN, 63, passed away on May 28, 2020. Ervine retired from the Navy after 24 years of service while serving at Naval Sea Systems Command, Washington, D.C. He received his bachelor's degree from the West Virginia Institute of Technology and his master's degree from George Washington University. He was also a graduate of the Naval War College and Industrial College of the Armed Forces. Duty assignments include: USS Sheldrake (AGS 19); USS Cheboygan County (LST 533); Staff, Commander, Oceanographic System, Atlantic, Norfolk, Virginia; USS San Diego (AFS 6); SPCC, Mechanicsburg, Pennsylvania; NSC, Charleston, South Carolina; and Naval Supply Systems Command, Washington, D.C.



CAPT. RAYMOND WARD BICHARD
30 years - June 1, 2020

CAPT. CARLA MEYERS
30 years - June 1, 2020

**CMDR. DOMINGO BAYBAYAN
ALINIO**
36 years - June 1, 2020

CMDR. CLIFFORD R. SHEARER
28 years - June 1, 2020

LT. CMDR. PAUL ELLIS CHAPMAN
21 years - June 1, 2020

CAPT. DOUGLAS BRIDGES
29 years - July 1, 2020

CMDR. FREDERICK H. CRAWFORD
32 years - July 1, 2020

CMDR. SEAN M. EGGE
26 years - July 1, 2020

CMDR. ANTHONY RAY COCA
29 years - July 1, 2020

LT. PIERROT RAPHAEL
21 years - July 1, 2020

LT. JONATHAN RAYMOND TRAVIS
22 years - July 1, 2020

LT. DENISE RESHAWN BELVIY
21 years - July 1, 2020

CAPT. JUANITO R. BUCKLEY
29 years - August 1, 2020

CMDR. STEVEN E. BOYCOURT
27 years - August 1, 2020

CMDR. MICHAEL C. JOHNSON
24 years - August 1, 2020

**LT. CMDR. CATHERINE LYNN
MCCLURE**
24 years - August 1, 2020

Navy Supply Corps School Change of Command

By Jessica Wharton

PUBLIC AFFAIRS, NAVY SUPPLY CORPS SCHOOL

Employees and guests witnessed a time-honored military tradition July 10 at the Navy Supply Corps School (NSCS) in Newport, Rhode Island. Center for Service Support Commanding Officer Capt. Milton W. Troy III hosted the ceremony where Capt. Nick Rapley passed command to Capt. Michael A. York. Rear Adm. Brent W. Scott virtually officiated the event.

During his time at NSCS, Rapley forged a culture of excellence spanning 5,700 multi-service and international students across 20 courses, 220 class convenes and 21,900 training hours. He has mentored both staff and students, leaving an enduring legacy behind. Rapley will be greatly missed.

York, a native of Aiea, Hawaii, earned his commission upon graduating from the United States Naval Academy in 1996, where he also earned a Bachelor of Science in ocean engineering. Following

training at NSCS in Athens, Georgia, he reported for duty aboard USS Thach (FFG 43) as a supply officer. During his tour, he completed a crew swap, as supply officer aboard USS Gary (FFG 51), both ships forward deployed to Yokosuka, Japan.

York served as an aviation support officer and assistant supply officer aboard USS Harry S Truman (CVN 75) homeported in Norfolk, Virginia. He later completed an individual augmentee assignment serving as future operations planner on the headquarters staff of the United States Central Command contracting command in Baghdad, Iraq. His last operational assignment was as a supply officer aboard Truman. He also attended the Naval Postgraduate School in Monterey, California, earning a master's degree in operations research.

York's ashore tours include: Officer in Charge of laundry and dry-cleaning services at the U.S. Naval Academy; Navy Acquisition Contracting Officer intern and Aide to the Commander at Naval Inventory Control Point in Philadelphia; Joint Acquisition Programs Officer in the Assessment Division (N81), on the staff of the Chief of Naval Operations; Strategic Communications Branch Chief and Speech Writer in the Joint Staff, Directorate for Logistics (J4); and as Supply Operations Team Lead and Executive Assistant to the Commander, NAVSUP in Mechanicsburg, Pennsylvania.

York most recently served as the director of Aviation Operations (N98) at NAVSUP Weapons Systems Support. He is qualified as both a Navy aviation supply officer and a Surface Warfare Supply Corps officer. He is a member of the acquisition professional community and is a Joint qualified officer.

Rapley's next assignment is force supply officer, Commander Naval Air Forces, Atlantic (Virginia). ✨



2020 Log Planners Course Held Virtually due to COVID-19 Pandemic, Maintains High Velocity Learning

By Matt Morrison

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP HEADQUARTERS

The 2020 Log Planners course took place in June. Due to the social distancing requirements of COVID-19, this year's course took place virtually via Microsoft Teams. The course offered NAVSUP Fleet Logistics Centers' (FLC) Reserve and active duty Sailors an opportunity to develop a better understanding of the role their fleet logistics readiness center planner counterparts play in support of naval logistics execution.

"This was a timely and critical training opportunity," said NAVSUP Operational Support Officer Lt. Cmdr. David Shayeson. "It enabled continuity of training, promoted force readiness and allowed our reservists across the Enterprise to fulfill their annual training requirement during this challenging time."

Course participants included members of Pacific Fleet (PACFLT) N4; United States Fleet Forces (USFF) N4; Commander, 7th Fleet; Commander, 3rd Fleet; Commander, 2nd Fleet; Commander, 6th Fleet planners; PACFLT logistics readiness centers; active duty NAVSUP FLC Sailors, Reserve NAVSUP FLC Sailors, and civilians.

The objective of the training was to provide supply officers and other logisticians with the concepts of logistic planning while exposing them to the logistical capabilities and limitations of the Navy and Joint Logistics Enterprise. The course focused on logistic support for the warfighter at the operational level of war, and reviewed the seven core logistics functions and the Navy planning process.

NAVSUP Operations Planner Lt. Cmdr. Ruben Chavira noted the course's timely significance.

"The logistics planning skill set has been targeted by senior Supply Corps leadership as an area for needed growth and development for the Supply Corps community," said Chavira. "This training provided a much needed vehicle to move in that direction." Converting the course to a virtual training environment introduced a number of challenges. There were minor setbacks early on while students adapted to the virtual

learning environment, but according to Shayeson the team viewed these obstacles as learning opportunities.

"At the onset of the course, students were having issues logging in and navigating the new software," said Shayeson. "We took it in stride, and viewed it as an opportunity for students to familiarize themselves with the virtual environment."

NAVSUP Deputy Commander Rear Adm. Alan Reyes echoed that sentiment.

"In order to enable high-velocity learning, we must continue adapting and becoming proficient at learning in virtual environments," said Reyes. "These learning environments will be with us well beyond the challenges of combating the spread of COVID-19."

Once all students were signed on, Reyes delivered the opening remarks. He defined the learning objectives for the course and highlighted the need to develop strong relationships between NAVSUP FLCs and Maritime Operations Centers' fleet logistics readiness centers in support of major theater operations plans.

"As a Navy and a Joint force, we must be better than ever before at planning and executing logistics to enable victory in great power competition," said Reyes. "Our Navy Supply Corps officers and other Navy logisticians must lead the way."

The use of the online environment offered a rare opportunity for active and Reserve Sailors to collaborate from across the globe, and the use of Microsoft Team's voice channels allowed instructors to break the class into smaller groups for planning and instruction.

"The smaller group setting provided Sailors the opportunity to practice leadership skills within their respective groups," said Shayeson. "The involvement of active duty PACFLT Sailors, USFF planners, and NAVSUP subject matter experts was also beneficial when tying the academics to real-world issues."

To reinforce the methods being taught, Supply Corps flag officers and other senior leaders were invited to offer guidance and

share real-world leadership experiences with the class.

Supply Corps flag officer guest speakers included Deputy Chief of Staff for Fleet Ordnance and Supply, N41, U.S. Fleet Forces Command Rear Adm. Ken Epps; Commander, Navy Expeditionary Logistics Support Group Rear Adm. Jacquelyn McClelland; and Reserve Deputy Director, Logistics, Fleet Supply and Ordnance, Commander, U.S. Pacific Fleet Rear Adm. Patrick Hayden.

Senior leader guest speakers included NAVSUP Weapon Systems Support Transportation and Distribution Deputy Director Kacey Lorson; NAVSUP Headquarters N31 Deputy Director Harold Valentine; Head of N4 Logistics Analytics Branch at Office of the Chief of Naval Operations Capt. Eric Morgan; and Lead Planner at PACFLT (N41) Cmdr. Maura Thompson.

"The participation of Supply Corps flag officers and other experienced senior leaders provided students with valuable insight," said Chavira. "Senior leadership also participated in our daily hot washes and provided real time feedback to the instructor allowing for real-time course corrections."

The course concluded with a capstone scenario. In the scenario students had to apply their knowledge to create logistics staff estimates and a concept for logistics support. The projects were then reviewed and critiqued by senior leaders.

This year's Log Planners course was the last for Naval War College Instructor Cmdr. Robert 'Tom' Gerstner, who began teaching the course at its launch in 2018. The course was Gerstner's brain child, developed over 10 years of interaction with the Navy's Global Logistics Enterprise.

"NAVSUP's support for this workshop has been the key to expanding the Navy's logistics planning skill sets and understanding the need to increase planning knowledge," said Gerstner. "This course would not have been possible without the continued backing of NAVSUP leadership. Thank you." 🌟

NAVSUP Fleet Logistics Center Jacksonville Operations Logistics Planners and U.S. 4th Fleet; Agile Partners in Counter Illicit Drug Trafficking Operations

By Jessica McClanahan

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER JACKSONVILLE



As the world focuses on the COVID-19 health crisis, members of the U.S. Navy and U.S. Coast Guard are engaged in counter-narcotics missions in the Caribbean and Eastern Pacific that have resulted in the largest deployment of assets to South America in over 50 years. Increased participation by Department of Defense (DoD) forces in these presidential national security objectives was publicly announced on April 1 during a White House briefing; though similar operations have been occurring on a smaller scale for years.

The types of military aircraft and vessels, the nature of operations, and the locations involved mean these missions rely on a complex network of partner nations, U.S. government agencies, and multinational contracted commercial partners. While tactical control of the ships lies with the Joint Inter-agency Task Force-South (JIATF-S), operational sustainment of the deployed units is coordinated by the extremely small and tight-knit group of the U.S. Fourth Fleet Logistics Readiness Center (LRC).

The current threat from COVID-19 has rendered many of the ports in partner nations closed to foreign vessels, made

travel to the area of operations almost impossible, and rendered commercial support non-existent in many places.

Developing the new logistics plans and strategies to overcome these limiting factors has been the primary focus of NAVSUP Fleet Logistics Center (FLC) Jacksonville's Operational Logistics (OPLOG) Planners embedded with the U.S. 4th Fleet, Lt. Cmdr. Ben Hixson and Lt. Andrew Sime. Mission success hinges on their ability to bring together the U.S. Navy, U.S. Coast Guard, Defense Logistics Agency, Military Sealift Command (MSC), and Navy Exchange Service Command (NEXCOM) among many others, to provide essential support services such as husbanding, provisions, parts, maintenance, and repairs.

The primary task of OPLOG planners is to take an operational wish list from commanders and match it with logistics capabilities. They must be able to make rapid assessments and advise senior leaders; but in this fluid COVID-19 affected environment they can't afford to be limited to what has been done before. Sometimes the job requires delivering news that is less than ideal, while also providing alternatives and solutions.

Hixson stated, "Our ability to respond quickly is largely due to the seamless communication we have been able to sustain between the FLC and 4th Fleet." Hixson went on to explain the relationship between the LRC and the FLC, "[The planners] are NAVSUP FLC Jacksonville officers, administratively assigned to 4th Fleet. We are operationally accountable to 4th Fleet, but our chain of command resides at the FLC; that makes us the link between the two organizations. Our communications are incredibly tight." Hixson continued, "All of the supply officers, including the planners, are battle watch captains at 4th Fleet. As soon as 4th Fleet knows something, NAVSUP FLC Jacksonville knows it and can prepare. The battle rhythm we have established within our team is the glue that holds this together."

Turning those logistics plans into action requires the additional efforts of Lt. Cmdr. Ben Hodsdon, U.S. 4th Fleet supply officer. "My job is to take the approved logistics plan to my team of military and civilians and make it happen," said Hodsdon. When asked how they account for the success they have had so far, Hixson, Sime and Hodsdon pointed to three main factors: communication, strong partnerships, and an innovative approach.

When asked how frequently plans change, Sime indicated, "We have had 14 iterations in the past 40 days, so it's fair to say there is a significant rate of change." He went on to direct praise toward his FLC colleagues, "The contracting, fuels, and supply management departments at our FLC have been incredible in their responsiveness, even with the current COVID-19 situation here at home."

Cmdr. Adam Prosser, NAVSUP FLC Jacksonville director of contracting, credits his team's ingenuity and flexibility in making the plan a success in such a dynamic environment. "Support of operational fleet units in this type of landscape doesn't happen without an amazing group of dedicated contracting professionals. Heather Elkhay, lead contracting officer, and her team are woven into the fabric that is the LRC-FLC logistics support team and stand ready to support rapid changes." This type of near real-time agile contracting support

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Far left: U.S. Navy Arleigh Burke-class guided-missile destroyer USS Pinckney (DDG 91), right, steams beside the fleet replenishment oiler USNS Laramie (T AO 203) during a replenishment-at-sea. –photo by Mass Communication Specialist 3rd Class Erick A. Parsons

U.S. Navy officers assigned to U.S. Naval Forces Southern Command/ U.S. 4th Fleet discuss transition of logistics sustainment support plans to current operations onboard Naval Station Mayport. –photo by Mass Communication Specialist 2nd Class Anna-Liesa Hussey



Lt. Cmdr. Bentley Hodsdon and Lt. Andrew Sime, assigned to U.S. Naval Forces Southern Command/ U.S. 4th Fleet, update the underway replenishment schedule for ships in the U.S. 4th Fleet area of operations, onboard Naval Station Mayport. –photo by Mass Communication Specialist 2nd Class Anna-Liesa Hussey



Lt. Cmdr. Ben Hixson, assigned to U.S. Naval Forces Southern Command/U.S. 4th Fleet provides a fleet operational update to NAVSUP Fleet Logistics Center Jacksonville onboard Naval Station Mayport. –photo by Mass Communication Specialist 2nd Class Anna-Liesa Hussey

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is very different from the traditional procurement lead times needed to establish contract support in other parts of the world, but the nature of operating in remote and austere locations demands it.

As a lieutenant on his second tour, Sime has been singularly tasked with developing the replenishment schedule for ships involved in these operations. One asset, whose schedule he has managed, highlights the essential contributions of MSC. USNS Laramie (T AO 203), a Combat Logistics Force (CLF) Fleet Replenishment Oiler, supports the current mission by transporting the essential fuel, parts, provisions and stores to the area of operations.

The allocation of a CLF asset has been a game changer in an area that is typically reliant on the Husbanding Service Provider program for front line support to deployed units. The issue then became the lack of an established logistics support hub within a 10 day transit of the operating area. With a key connector to the ships at sea, the 4th Fleet team needed to determine how to strategically resupply the oiler ashore in a partner nation during a pandemic, without being able to put any boots on the ground. With the support of NAVSUP FLC Jacksonville's contracting department, they were able to create a third-party logistics, warehousing, and transshipment hub located directly in the port facility.

When use of the CLF oiler and a non-traditional logistics hub became the approved course of action, Sime and Hixson turned to MSC Atlantic Combat Logistics Officer, Cmdr. William Murray, who was able to provide expert guidance on the capabilities of Laramie. This was an easy connection to make as Murray was the relief at MSC for the current NAVSUP FLC Jacksonville Executive Officer, Cmdr. David Glover. Sime said of the situation, "It just goes to show how important relationships are in the Supply Corps. We knew that we didn't know all the answers, but we immediately knew who to ask."

The cooperative logistics relationship between the U.S. Coast Guard and the U.S. Navy has also reaped many mutual benefits, such as allowing the team to utilize Air Deployment Delivery System drops to Navy vessels at sea via U.S. Coast Guard air assets. Reciprocally, the Coast Guard has been able to rely on U.S. Navy underway replenishment capabilities to maximize their time on station. This is another relationship made possible through a Supply Corps connection in the form of Lt. Cmdr. DeeAnn Gunnels, stationed in the JIATF-S J4 office.

Sime and Hixson also credit the current partnership between the U.S. and the country of Panama, which plays a major role in enabling these logistics operations to move forward. "Without our enhanced diplomatic relationship with Panama we would have a much bigger challenge in providing support to deployed units. The

Security Cooperation and Defense Attaché Offices are essential in navigating the current situation," said Hixson.

Hixson and Sime also commented on their appreciation for the career civil servants whose decades of experience and depth of knowledge are proving invaluable in facilitating some of the more innovative logistics solutions. "There have been several planning sessions when people were saying something can't be done and a civilian team member was able to step in and say, 'yes, we can do that, it was done before, several years ago, and here is how,'" said Sime.

It was that type of experience and understanding of policy that allowed Sime to devise a solution for delivering S-3 (Ships store) material to the ships at sea - something that had not been done before in the area of responsibility. "S-3 is what keeps Sailors going and morale up; it's things like snacks, socks, toiletries, and other personal items that they can purchase," said Hixson. "It was Sime who made that happen based on his previous experience, by calling on the right subject matter experts, and working with NEXCOM."

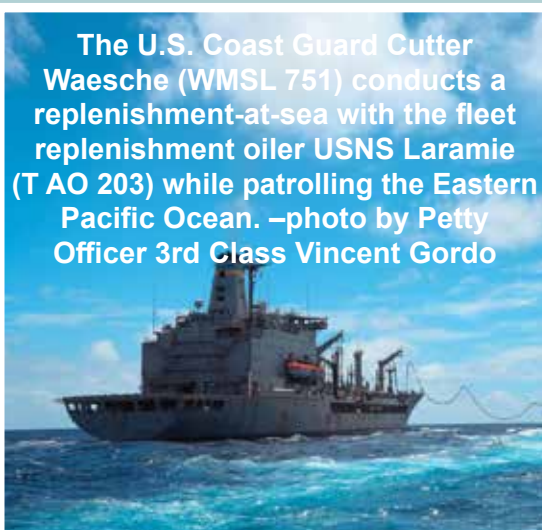
The mission has also put a heavy strain on Naval Station Guantanamo Bay for logistics and maintenance support. Supporting an island base surrounded by an unfriendly foreign government is challenging in the best of times. NAVSUP FLC Jacksonville's Port Cargo Operations team at Blount Island, led by Candace Keller, combined with the base's supply department, led by Lt. Cmdr. Kurt Noack have, according to Hixson, "really flexed in order to support the ships and crews. We couldn't be successful without them."

While counter-narcotics missions in the Caribbean and Eastern Pacific are ongoing, Sime is slated for a permanent change of station in the coming weeks. When asked what this tour as an OPLOG planner has taught him, Sime said, "I came to NAVSUP FLC Jacksonville and 4th Fleet for my second tour with very little experience in the planning discipline. Within a few years I have gained insight into wide ranging products and services such as food, fuels, aviation, armament; and developed experience in diplomacy, sustainment, and execution."

Sime is encouraging of Supply Corps officers who are up for the challenge of being an OPLOG planner, "It is a demanding job and it can be an intimidating role to step into early in your career, but you quickly learn to rely on your team and your training."

Hodsdon added, "There is no doubt Lt. Sime will be uniquely prepared for his next duty station - when you combine his inherent maturity with the experience he gained here."

Hixson concurred and added, "Working on the 4th Fleet team during this time has illustrated not simply what the Navy does, but what we can do when pushed to stretch our capabilities. That will serve all of us well going forward." ●



NAVSUP Fleet Logistics Center Norfolk Logistics Support Center Provides Extended Support for USS Harry S. Truman (CVN 75)

By Tom Kreidel

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER NORFOLK

The NAVSUP Fleet Logistics Center (FLC) Norfolk Logistics Support Center (LSC) wrapped up an extended period supporting USS Harry S. Truman (CVN 75) when the carrier returned to Norfolk in June.

According to U.S. 2nd Fleet, following a return from deployment in March after operating in the U.S. 5th and 6th Fleet, Truman remained underway in the Western Atlantic during the sustainment phase of the Optimized Fleet Response Plan cycle as a certified and ready carrier force, ready for tasking.

As the COVID-19 pandemic spread across the globe, Truman continued operations underway while minimizing the potential spread of the virus aboard the ship, to maintain maritime stability and security and ensure access, deter aggression and defend U.S., allied and collaborate interests. Logistics Support Officer Lt. Cmdr. Chris Sands explained that the LSC would typically support the strike groups for a finite time as they depart from Naval Station Norfolk, and then be turned over to another FLC to support as they enter their respective theaters.

Following their deployment mission, they would return directly back to Naval Station Norfolk and the LSC would provide all support while the unit is pierside.

With the ship remaining off the coast, that period of direct support was extended by several weeks.

“The level of premier support we provided Harry S. Truman was the same, just for an extended period of time utilizing Military Sealift Command (MSC) assets to support the final miles of the supply chain,” he added.

He added that this required flexibility from the logistics support representative (LSR) and subsistence prime vendor (SPV) “around the clock” to address requirements from the ship.

The LSR worked closely with the ship’s supply department to determine which requirements were on hand and coordinated to have the material delivered to the MSC ship for weekly replenishments at sea (RAS). The SPV operator processed multiple provisions orders each week for delivery by RAS as well.

Sands commended LSR Jason Bly and SPV operator Lisa Mueller for their efforts in this unique period.

“Their contributions to the unit ensured the material and provisions continued to flow to support the mission and increased the quality of life aboard for all hands,” said Sands. “They are masters of their craft and a steward to the warfighter.” 🌟



Amidst Pandemic, NAVSUP Fleet Logistics Center Sigonella Fuels Navy's Mission in Europe, Africa

By Lt. Cmdr. Chris Mason

REGIONAL FUELS OFFICER, NAVSUP FLEET LOGISTICS CENTER SIGONELLA

On March 16, 2020, at the beginning of the COVID-19 pandemic in Italy, NAVSUP Fleet Logistics Center (FLC) Sigonella Site Sigonella received their first delivery of JP-8 via truck in the midst of a nationwide lockdown. Prior to that date, JP-8 had never been received or issued at Naval Air Station (NAS) Sigonella and the delivery of aviation fuel via truck was something that had only occurred a handful of times throughout the history of Site Sigonella. Under normal circumstances Site Sigonella would receive JP-5 via pipeline. However, all that changed in early September 2019, when the only pipeline that fed tanks supplying NAS Sigonella with JP-5 became inoperable with no repair date in sight.

Since the day the official notice came out from the Italian navy general staff that the fuel pipelines at the Augusta Bay NATO Pier were deemed inoperable, NAVSUP FLC Sigonella began working on an alternative source of supply and product to continue serving our customers at NAS Sigonella. This took coordination from NAVSUP FLC Sigonella with various mission partners and commands on NAS Sigonella, Defense Logistics Agency (DLA) Energy, DLA Europe and Africa, Naval Petroleum Office, United States Naval Forces Europe and Africa, United States European Command, and contractors. When this process began, Site Sigonella only had access to nine months of JP-5 supply on the Island of Sicily, with no way of replenishing that quantity.

After months of planning and coordinating with various entities within Europe and the United States to ensure a new supply source, managing JP-5 consumption at the installation, ensuring proper base and local access measures, making facility adjustments, and coordinating a tank transition plan from JP-5 to JP-8, Site Sigonella was finally ready to start receiving. After receiving nearly one million gallons of JP-8, Site Sigonella coordinated transportation of fuel samples – during a time when countries were not receiving flights from Italy – to site Rota to ensure that the fuel in tank with JP-8 could be certified at the only Navy “B” Level Fuels Lab in the region.

As of the end of June 2020, Site Sigonella has received over three million gallons of JP-8 via truck delivery. The Site Sigonella fuels team has worked with the contractor providing the fuel to find efficiencies within the process and has been able to reduce offloading and processing times by one-third since the beginning of this evolution. Site Sigonella has improved from receiving a maximum of sixty thousand gallons in a day to a maximum of one hundred thousand gallons in a day via fuel truck. Eventually Site Sigonella will transition back to receiving JP-5 via pipeline. In the meantime, NAVSUP FLC Sigonella’s fuels teams will continue to prove that they are ready to fuel the mission throughout the area of responsibility. 🌟



ABF3 Denzell Barnett, fuel farm operator, measures for American Petroleum Institute gravity, which indicates how heavy or light petroleum liquid is compared to water.



NAVSUP FLC Sigonella's fuels team at Site Sigonella, Naval Air Station Sigonella. –photo courtesy of U.S. Navy



One of the first Jet A-1 offloads at Naval Air Station Sigonella. –photo courtesy of U.S. Navy

NAVSUP's Personal Property Shipping Office in Rota, Spain, concludes USS Carney (DDG 64) Homeport Change

By NAVSUP Fleet Logistics Center Sigonella Site Rota

NAVSUP Fleet Logistics Center (FLC) Sigonella's Personal Property Shipping Office (PPSO) closed out a major chapter in the short history of forward deployed naval forces (FDF) stationed during July at Naval Station (NAVSTA) Rota, Spain.

Following many uncertainties, such as the host nation's COVID-19 restrictions, Department of Defense PCS stop/delay movement orders and ship's schedule, USS Carney (DDG 64) homeport change (HPC) was completed, thus marking another of NAVSUP's successful FDF transitions back to CONUS in Spain.

Once the host nation lifted certain restrictions, allowing operations to resume, the PPSO engaged in an intense three-week-long period to execute the move. The constant communication before, during and after the HPC with Carney's top enlisted leader, CMC David Marcus, helped to previously identify the 152 personnel ready to process household goods (HHG) pack-out and ship privately-owned vehicles (POVs) through the Vehicle Processing Center (VPC). This ultimately resulted in the completion of 226 HHG shipments and exportation of 50 POVs.

Upon completion of the HPC, and prior to commencing the restriction of movement period, Carney's Commanding Officer, Cmdr. Christopher Carroll, visited NAVSUP's operation site at NAVSTA Rota to present letters of appreciation to the PPSO and VPC staffs for their successful efforts.

From its five logistics sites across Navy Region Europe, Africa, Central, including NAVSTA Rota, Spain, NAVSUP FLC Sigonella provides logistics support and quality-of-life services to the fleet and other service components operating in the region. NAVSUP FLC Sigonella's Site Rota provides supply chain management, hazardous material management, bulk and aviation fueling capability, material handling equipment. Services include contracting, postal operations, household goods and vehicle processing. ●

The Arleigh Burke-class guided-missile destroyer USS Carney (DDG 64) departs Naval Station Rota, Spain, for its homeport shift to Naval Station Mayport, Florida.—photo by Mass Communication Specialist 2nd Class Eduardo





Stand-up of Navy Contracting Office in Djibouti

By Capt. Jerry King

CHIEF OF CONTRACTS, NAVSUP FLEET LOGISTICS CENTER SIGONELLA

Twelve years ago, I had just departed a six-month deployment as a contingency contracting officer (CCO) to the Combined Joint Task Force – Horn of Africa (CJTF-HOA) at Camp Lemonnier, Djibouti (CLDJ), under Fleet and Industrial Supply Center (FISC) Sigonella's contracting warrant authority. Ten years ago, while stationed at NAVSUP Headquarters in the contracting directorate, the contracting authority moved from FISC to headquarters and I participated in the monthly review of all contracting actions of the contingency office. Since 2006, the contracting office supporting CJTF-HOA had been a special staff in the task force, but the office had been limited to procuring supplies and services under NAVSUP authority and had to search for other contracted support from Naval Facilities and Engineering Command (NAVFAC), the 414th

Contracting Support Brigade for Army Africa, Air Force Installation and Contracting Agency, Special Forces Africa and other military contracting offices throughout Europe and the U.S. when NAVSUP authority, limited by the Navy Marine Corps Acquisition Regulation Supplement (NMCARS), did not allow procurement.

In May 2019, U.S. Africa Command (AFRICOM) tasked U.S. Naval Forces Africa (NAVAF) to become lead service for contracting for CJTF-HOA and Joint Special Operations Task Force – Somalia. Ultimately in April 2020, AFRICOM tasked NAVAF with an execute order to support contracting, comptroller/disbursing, and communications integration for CJTF-HOA. Under Commander, Navy Region Europe, Africa and Central (CNREURAFCENT), NAVAF established the Navy Contracting Office (NCO) as a

one-stop-shop for all Navy contracting (NAVSUP & NAVFAC), all funding flow and money management (Comptroller/Region N8), and a “front door” customer engagement element for CJTF-HOA (communications moved directly to Camp Lemonnier N6 due to efficiencies).

On July 15, 2020, the NCO officially became an entity, leading with the transfer of the CJTF-HOA Contingency Contracting Office to NAVSUP Fleet Logistics Center (FLC) Sigonella. I became the new chief of contracts for contingency contracting under NAVSUP 12 years and two weeks after I departed Djibouti the first time, then as Lt. Cmdr. Jerry King, CCO for Ethiopia and the Island countries. During that time, the mission has evolved significantly at CJTF-HOA, but the need for contingency contracts and the appointment and management of field

Left: The NAVSUP Fleet Logistics Center (FLC) Sigonella team of contracting chiefs and officers supporting the Navy Contracting Office and Combined Joint Task Force – Horn of Africa at Camp Lemonnier, Djibouti, Africa. The warrants held by some of the contracting personnel authorize them to obligate the U.S. government for procurements. –photo by Air Force Master Sgt. Brok McCarthy

ordering officers (FOOs) (the only Navy location using FOOs and paying agents carrying cash), continues as strong as ever.

As the CJTF-HOA staff moves away from Joint individual augmentees (IAs) filling the headquarters billets and towards an Army Maneuver Enhancement Brigade (MEB), the MEB will not come with contracting authority. The NCO will provide the most aligned support to date for CJTF-HOA having one organization covering not only supplies and services, but also construction and engineering contracting, comptroller and disbursing support to the task force with a director based at CLDJ reporting directly to the CNREURAFCENT.

The NAVSUP FLC Sigonella portion of the NCO will consist of an Army National Guard rotational unit of five personnel, two Navy IAs, and two general schedule (GS) contracting officers to provide consistency and continuity of NAVSUP contracting. The GS personnel will be stationed in Europe and travel to Djibouti as required to ensure the military team receives consistent training and meets NAVSUP FLC Sigonella and NAVSUP policies and procedures along with Federal Acquisition Regulations, Defense Federal Acquisition Regulations Supplement, NMCARS, and AFRICOM guidance.

Rear Adm. Scott Gray, CNREURAFCENT, took a small team from Naples to Djibouti on July 12, 2020 to ensure a clean transition occurred as the NCO stood up for the first time three days later. I am honored to be a part of the transition and success of the direct support to CJTF-HOA and J80 TF-50M, just as I had the opportunity to support contingency operations throughout East Africa a dozen years ago. 🌟

Starting New Job during COVID-19 Presents Unique Challenges

By Brian Jones, Office of Corporate Communications

NAVSUP WEAPON SYSTEMS SUPPORT

Starting a new job under normal circumstances can be daunting and filled with stress. Add a worldwide pandemic and having to navigate this new environment from home, and you have an entirely new set of stressors welcoming you to your new position.

This is the exact position I found myself in. I arrived at NAVSUP Weapon Systems Support (WSS) on March 16 to begin in-processing only to be told not to come back the next day. I've been working from my dining room table since.

Navigating these waters as an individual may seem an impossible task, but as part of a team, the transition to effectively supporting the warfighter isn't insurmountable. One of the pillars of NAVSUP WSS' Blueprint for Supply Chain Excellence is people, and equipping this diverse workforce with the knowledge and tools to perform at full capacity is priority one. This commitment has certainly been challenged since the onset of the COVID-19 pandemic.

The transition to my new career wasn't off to the ideal start, but I was fortunate enough to have the experiences of 25 years as an active-duty airman to draw from. Although the Air Force and Navy have their own unique cultures, I spoke the common military 'language.' But not every employee who has come aboard during COVID-19 has had this benefit.

For Daniel Diethrich, his new position as an operations research analyst with the Wholesale Modeling and Simulation Team, is the first exposure he's had with the Navy or Department of Defense. In fact, it's the 2019 Messiah College graduate's first full-time position since completing his degree. Coming on board during the pandemic presented challenges for Diethrich and his new colleagues.

"I was the first new hire in my code under max-telework conditions, so I was essentially the test subject for all on-boarding processes," said Diethrich. "Prior to my hiring, there was no real written guidance on how to onboard as a new hire under max telework. There had been some policy established as to how I would be processed and how I would get my telework equipment, but no concrete and comprehensive direction. We all learned from the process."

As employees settled into the max telework environment, another disadvantage to the new normal became apparent ... the lack of person-to-person interaction.

"One of the biggest challenges as a first-time government employee during max-telework was the lack of 'over the shoulder' training," said Diethrich. "I was (and still am) trying to learn a completely new career field without the usual formal training, and without the ability to walk over to a co-worker's cubicle and ask them to clarify things for me."

"Much of my initial training consisted of me not understanding things said in a meeting or conversation, and then calling a coworker to ask questions," he added. "As a

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new government employee, I also had no real experiential reference point as to what the process should look like or what sorts of things I should be doing to help myself get situated in my new environment.” Often, success in an organization relies on the working and personal relationships of its individual team members. These relationships are built working together day in and day out, another dynamic eliminated by COVID.

“Other than during my interview, I had never been to the office to meet and interact with my coworkers. Because of the telework situation, I don’t know what my co-workers are like outside of the context of teleconference calls,” said Diethrich. “I know my team member’s voices very well, but lack the in-person interaction that would really help me get to know them and gel better with the team.”

Despite the challenges created by the COVID-19 pandemic, Diethrich has learned, very much like I have, that NAVSUP WSS is a team and teammates are averse to letting each other down.

“My supervisors and coworkers were incredibly patient and generous with their time in helping get me onboard,” said Diethrich. “Any time I did not understand a topic or an acronym, I would write down my question in a notepad. When my list of questions was substantial

enough, I would call one of my coworkers and they would walk me through my various questions. This was essentially my telephone version of walking over to a neighboring cubicle.”

While Diethrich and I are anticipating the day we get to return to work and finally ‘meet’ our colleagues, working from home during the quarantine hasn’t been all bad.

“Starting work during this period has afforded me the opportunity to ease into a new work environment. Although I am interacting with material that is completely new to me, I am doing so in the comfort of my own office,” said Diethrich. “My commute is just a few steps from my bedroom, and I get to have lunch breaks with my wife. But, now that I am somewhat acclimated to my work, I am looking forward to actually being in the physical workplace.”

NAVSUP WSS has found a way to meet the challenge of onboarding new employees into the command’s culture. Even in the COVID-19 environment, the command understands that the recruiting and mobilizing of world-class talent is critical to mastering the complexities of the supply chain and supporting the warfighter. 🌟

NAVSUP Business Systems Center Solution Improves Contract Delivery Tracking

By James Foehl, Office of
Corporate Communications
NAVSUP BUSINESS SYSTEMS CENTER

Information technology experts at NAVSUP Business Systems Center (BSC) developed an innovative solution to meet reformed business information needs while saving the Navy thousands of dollars.

The solution provided an estimated cost savings of \$552,000, eliminated 8,000 hours of work, and allowed additional fields of data to be included with weapon systems contracts for better visibility of vendor status and performance.

“The Integrated Technical Item Management and Procurement (ITIMP) solution is an absolute game-changer for improving our ability to manage material delivery on our repair contracts,” said Capt. Christopher Kovack, director of contracts and business lead for Workflow Pro at NAVSUP Weapon Systems Support (WSS).

“The ability to feed that information into the Vendor Compliance application will offer a resource that provides consolidated information to the supply planner and contract specialist so we can measure and track the contractor’s performance of deliveries,” he said.

The solution stemmed from NAVSUP’s reform program efforts and the need to provide timely and predictable delivery of material to the fleet.

“NAVSUP’s reform group asked for the ability to unbundle purchase requests and add fields of data within their contract procurement system,” said Mike Brown, NAVSUP Enterprise Web project lead. “The original estimate to make all the necessary changes was over ten thousand hours and \$690,000.”

Contracting staff at NAVSUP WSS currently use ITIMP, a mainframe common business-oriented language system, to process weapon systems contracts. ITIMP is expected to be phased out and replaced with the Enterprise Procurement System (EPS) over the next two years.

Using ITIMP, “they only have the ability to track delivery at the contract award level. They don’t have the ability to track additional sub-contract line items to a separate date. ITIMP bundles purchase request data and assigns one due date at the award level,” said John Walker, ITIMP subject-matter expert at NAVSUP BSC.

Additionally, “By adding repair turn-around time, throughput constraint, and induction expiration date, NAVSUP leadership will have additional data to hold vendors accountable for delivering parts according to schedules contracted,” he said.

NAVSUP BSC’s ITIMP development team set the stage for implementing the

solution by adding an ability to unbundle contract requirements and loading standardized remarks for contract representatives to capture needed data.

"In 2019, we prepared a number of estimates for various scenarios," said Walker. "The estimate of ten thousand hours included new ITIMP database elements, five interfaces, ITIMP generated contract award and contract modification documents, and purchase request unbundling."

Tasked to explore alternatives that reduce cost and time, the approved solution was developed from the collaborative efforts between NAVSUP WSS and NAVSUP BSC to capitalize on existing electronic data interchange (EDI) interface transaction remark fields.

"We wrote a program that reads contract information from EDI transactions. When contracts are awarded, EDI transactions are created. ITIMP sends this data to the NAVSUP Enterprise web portal, our team extracts the extra data, and provides a dashboard to track delivery on our Vendor Compliance application," said Brown.

The Vendor Compliance application is in development as part of NAVSUP WSS's Workflow Pro suite of applications. It is designed to measure and track contractor compliance to repair turnaround time and delivery dates. Workflow Pro digitizes and automates the procurement process and is designed to increase the efficiency, transparency, and accountability of the procurement process and post-award management of contracts.

"Our commitment to the fleet doesn't end at contract award. It ends at material delivery and contract closeout," said Kovack. "Workflow Pro, Vendor Compliance, and other digital solutions help NAVSUP WSS meet its commitment to improving and sustaining fleet readiness."

Brown and the NAVSUP Enterprise web team expect that at least 90 days of data will be required before significant trends are revealed.

"The NAVSUP BSC team's innovative efforts provided considerable cost savings and allowed us to deliver a digital solution that directly benefits fleet readiness quickly," said Capt. Gene Cash, commanding officer, NAVSUP BSC. 🌟



NAVSUP Business Systems Center Examines Information Technology Requirements to Shape Future Force

By Office of Corporate Communications

NAVSUP BUSINESS SYSTEMS CENTER

Capt. Gene Cash, commanding officer, NAVSUP Business Systems Center (BSC), and Brian Zirbel, executive director, NAVSUP BSC, participated in a workload/resource review with NAVSUP Enterprise staff in May.

The event was held via Microsoft Teams and served as an opportunity to plan for mission-funded and reimbursable information technology (IT) programs for upcoming fiscal years.

"This is a tremendous collaborative effort between NAVSUP BSC, N2/N6, NAVSUP Weapon Systems Support (WSS), NAVSUP Headquarters, and other stakeholders," said Cash. "It's a key event to capture the requirements clearly, articulate what the various systems and projects plan to do, and most importantly, identify any shortfalls so we can mitigate them or get additional resources."

During the event, participants reviewed IT systems and projects, past performance, and projected levels of effort to determine the number of full-time employees needed for each project to support mission requirements.

Major projects reviewed included: Readiness Suite, Reengineered Maritime Allowance Development, Commercial Asset Visibility (CAV), eRetrograde Management System, Hazardous Material Management Services, Video Teleconferencing, Integrated Technical Item Management and Procurement, Standard Procurement System, Identity Management, Enterprise Web, NAVSUP Supply Support Portal, Navy Data Platform, Service-Oriented Architecture, Robotic Process Automation, Knowledge Management, Enterprise Business Office, Regional Support Sites, Logistics Solutions, CAV-Air Force, Ordnance Information System, Cloud Action Team, Next Generation Enterprise Network, Interactive Computer Aided Provisioning System, and Cybersecurity.

"The demand for IT support is starting to outpace the full-time employees available," said Brian Laird, NAVSUP assistant commander for Supply Chain Technology/Systems Integration (N2/N6), who led the review panel. "As we go through this, we have to think about how we prioritize the work NAVSUP BSC is going to do, how we adjudicate any conflicts, and what the business impact is on NAVSUP WSS and the larger NAVSUP mission."

NAVSUP BSC provides the Navy with information systems support through the design, development, and maintenance of systems in the functional areas of logistics, supply chain management, transportation, finance, and accounting.

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Full-time IT specialist positions such as program and project managers, supervisors, developers, analysts, and architects are in high demand to ensure mission accomplishment.

The 615 full-time Navy civilian employees (FTE) at NAVSUP BSC are allocated to projects by funding. For fiscal year 2021, NAVSUP BSC expects to allocate 388 FTE to support Working Capital funded projects, 132 FTE to operation and maintenance projects, and 95 FTE to support reimbursable projects.

During the review discussion, key topics included costs for labor, non-labor, inflation, and unfunded requirements. Major project requirements and accomplishments, impacts of previous

year underfunding, and over and under execution were also addressed.

Additionally, the review took into account future year's estimates based on current and expected project requirements and competing priorities of effort between updating systems and preparing them for migration to new platforms.

"We understand that whatever decisions are made from this review will have an impact on each and every program," said Zirbel. "Our goal is to ensure we can accomplish our mission and support our priorities of readiness, audit, and people." *

NAVSUP Fleet Logistics Center Puget Sound Navy Food Management Team Opens New Training Facility at Naval Base Kitsap Bangor

By Lt. Christopher Anschuetz

DIRECTOR OF OPERATIONS, NAVSUP FLEET LOGISTICS CENTER PUGET SOUND

NAVSUP Fleet Logistics Center (FLC) Puget Sound's Navy Food Management Team (NFMT) hosted a ribbon-cutting ceremony to mark the official opening of its new training facility at Naval Base Kitsap (NBK) - Bangor in June.

The new facility relocates NFMT operations to NBK-Bangor from its original location at NBK-Keyport.

NAVSUP FLC Puget Sound's new NFMT facility features classrooms and a fully equipped kitchen used for training fleet food service personnel in the administrative and culinary aspects of operating a galley aboard a submarine or surface ship.

The move brings the NFMT closer to its students, who attend classes to learn vital skills for running Navy food service operations at sea and ashore. Quality food service is a critical function to the fleet, with a direct and visible impact on the health and wellness of personnel, and a well-known contributing factor in a crew's morale.

"This move will allow us to provide higher quality training to the galleys and culinary specialists in our area of responsibility... More importantly, it will give our customers easier access to training since we are now right down the street," said Senior Chief Culinary Specialist Brian McNulty, NFMT lead assessor/instructor.

The brief ceremony on the facility's front steps celebrated the completion of a two-and-a-half-year collaboration between NAVSUP FLC Puget Sound, Strategic Weapons Facility Pacific, and United States Coast Guard Maritime Force Protection Unit (USCG MFPU).

"Having the buy-in and enthusiastic support of our Coast Guard counterparts was instrumental to our efforts to make NFMT services more conveniently available to our customers," said Capt. Bernie Knox, NAVSUP FLC Puget Sound commanding officer.

The ribbon cutting also initiated an important upgrade to the training



Fall 2020



Chief Culinary Specialist Brian McNulty (*left*), director of NAVSUP FLC Puget Sound Navy Food Management Team (NFMT) shows NAVSUP FLC Puget Sound Commanding Officer Bernie Knox (*center*) and Coast Guard Cmdr. Matt Michaelis, Commanding Officer of Coast Guard Maritime Force Protection Unit Bangor (*right*) the galley space of the new NFMT facility at Naval Base. – Photo by Brian Davis

environment that the NFMT provides. At a little over 6,000 square feet, the new space is somewhat smaller, but with a much more efficient design.

“Because of the design and the age of the Keyport building, we had a lot of unused space. This is a more convenient location and a much better space to work with,” said Army Sergeant First Class Ricardo Villarreal, NFMT Food Safety & Sanitation.

The new location puts the training facility within a short walk from the enlisted barracks at NBK-Bangor. The majority of submarines in the region are homeported at NBK-Bangor, as are the off-crew billeting and administrative offices, so the new location places the training facility right in the heart of the Pacific Northwest waterfront customer base. The NFMT’s new quarters in NBK-Bangor’s building 2020 provides an updated kitchen with new equipment, office spaces and a modern classroom.

The Navy Food Management Team NFMT is responsible for providing training and assistance to afloat and ashore food service operations in order to improve the quality of food service, maximize health and performance of the warfighter and establish economical and effective food service operations. NFMT assists in identifying and prioritizing professional training needs in conjunction with TYCOM goals. Along with its training offerings, the NFMT also conducts galley inspections and provides guidance and assistance to unit food service operations.

The building was originally constructed to function as a Navy brig, complete with cells, security areas, and a sally port. Once it was under NAVSUP control, the space needed a makeover to optimize it for use as a state-of-the-art learning facility for Navy culinary specialists.

The NFMT team working on the renovation and planning the move overcame a wide

variety of obstacles on the road to completing this project during the COVID-19 pandemic. The force health protection environment required extensive collaboration with various contractors to organize, plan and work through installation evolutions safely together. At the same time they had to ensure that everyone involved adhered to strict physical distancing guidelines, which often proved to be exceptionally challenging. Under McNulty’s leadership, the team adapted to the unique environment. By building an effective plan of action and milestones that provided a solid framework for the project, McNulty and his team were able to take the ever changing COVID-19 environment head on.

The NAVSUP FLC Puget Sound NFMT will share space in Building 2020 with the Coast Guard, such as the main classroom along with some other spaces. During the ribbon cutting ceremony, Knox expressed the command’s appreciation for the Coast Guard’s assistance, support, and patience during the renovation process. Due to their proximity to the NFMT space, the USCG MFPU staff had to endure noise and occasional electrical disruptions as the contractors conducted their work.

Both sides are looking forward to the continued collaboration.

“We are excited to work alongside the Navy culinary professionals and look forward to joint training opportunities with our Coast Guard culinary specialists,” said CMDCM Command Master Chief Chris Fly, USCG Maritime Force Protection Unit.

NAVSUP FLC Puget Sound provides operational logistics, business and support services to Navy, Coast Guard, Military Sealift Command, and other Joint and Allied Forces. Products and services include contracting, fuels, global logistics, hazardous material management, household goods, integrated logistics support, material management, postal, regional transportation and warehousing.

Kitsap-Bangor during a tour marking the official opening of the facility June 19. The new NFMT facility brings culinary training and food service support activities closer to the fleet and shore commands it serves. ✪

Left: Capt. Bernie Knox (*left*), commanding officer of NAVSUP FLC Puget Sound, cuts a cake during a small ceremony marking the official opening of the command’s new Navy Food Management Team (NFMT) facility at Naval Base Kitsap-Bangor as NFMT Director Chief Culinary Specialist Brian McNulty looks on. –photo by Brian Davis

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Happy 245 Years Navy!!! With this year's theme of "Victory at Sea" honoring the Navy's efforts during World War II, the sacrifices and hard fought victories of the Greatest Generation continue to inspire today's generation of Sailors. After 245 years, Sailors continue to stand watch at home and around the world selflessly carrying on a proud legacy. Continue to sail safe and take care of one another!