



THE NAVY SUPPLY CORPS Newsletter

Spring 2021

**Supply Corps & Naval Reactors—
Partners in Professionalism**



A Message from the Chief of Supply Corps

It is an exciting time to be part of NAVSUP and the Supply Corps. Our supply chain expertise is needed at every level throughout the Navy and fleet. Naval forces cannot be effective in a combat environment if they are not sustained, and sustainment is not possible without the expertise, creativity and energy of the Supply Corps.

We are six months and two waves underway with Naval Sustainment System-Supply and our three longest-running pillars—Demand Management, End-to-End (E2E) Velocity, and Optimize Working Capital Fund (WCF), have established the beach head and are achieving realizable gains. Our sprints are successfully driving change to existing processes, aggressively pursuing aspirational targets and driving measurable impact in FY21. I applaud your hard work and efforts to storm challenges with an agile approach and growth mindset and we must continue our unyielding efforts. A ready fleet depends on us being all in, all the time.

This issue features articles highlighting the Naval Nuclear Propulsion Program led by Adm. James Caldwell Jr. The program includes military and civilian personnel who design, build, operate, maintain, and manage nuclear-powered ships and the many facilities supporting the U.S. nuclear-powered naval fleet. It also highlights the Naval Nuclear Laboratory. The laboratory develops advanced nuclear propulsion technology, provides technical support to ensure the nation's naval reactors are safe and reliable, and trains Sailors to operate our nuclear powered ships and submarines.

The naval reactor community is incredibly vital to the success of our Navy; roughly 45 percent of our major combatant ships rely on nuclear power to operate.

Throughout our Navy, our Supply Corps community is making remarkable strides to confront challenges to secure long term sustainable advantages within our end-to-end supply chains. Your ability to adapt and anticipate change in this complex environment has been critical to the advance of our mission. Our shared values, trust, leadership and longstanding relationships we have with our mission partners enables NAVSUP and the Supply Corps to operate worldwide to support naval and joint forces. Thank you for your continued dedication and commitment to our Navy and our nation.

P.G. STAMATOPOULOS
RADM, SC, USN



NEWS FROM THE Command Master Chief

Supply Family,

Greetings from NAVSUP Headquarters here in Mechanicsburg, Pennsylvania. Let me start this off by saying, Hooyah, I don't have to close my portion of the newsletter with "See ya in the fleet, soon, I hope" any longer!

Thank you very much to NAVSUP Fleet Logistics Center (FLC) Norfolk for hosting us on our first bit of travel. I met some incredible supply experts and got to look into their eyes as they told me a bit about their mission and their lives. I must give a shout out to three who were singled out by their command master chief (CMC) to receive a NAVSUP CMC coin. Thank you for your genuine commitment to selfless service!

LS1 Molina, the lead petty officer for the regional navy mail center is handling business. He's seamlessly executing the mail mission for 70 ships, 150 CONUS shore sites, and six OCONUS sites!

LS2 Powell is leading six Sailors in support of all continuous maintenance availability and CNO availabilities in their AOR. He managed the processing of 750 maintenance assets valued at \$1.2 million for 30 Mid-Atlantic Regional Maintenance Centers. He also executed 6,450 work packages for 76 ships and completed 10 contracts valued at \$275,000.

RSSN Lamar is the fleet assist team admin clerk. She conducted six virtual Spot Light Matrix Assessments and assisted with three records audits, eliminating \$26,000 in unmatched expenditures. She also took the initiative to better her shipmates and our Navy by assisting with the facilitation of four fleet-wide training sessions.

I also had the pleasure of joining Rear Adm. Stamatopoulos at the grand re-opening of the Ships Store aboard USS George H.W. Bush (CVN 77). Awesome visit and awesome compartment for the entire ship to enjoy.

While in the area, I made my way to our Navy Exchanges and the Norfolk Navy Lodge to visit the teams hit hardest by COVID. I was greeted with smiles and positivity all around.

Thank you, NEXCOM team for your selflessness and devotion to our Sailors and their families. Your worth cannot be overstated and you make NAVSUP proud!

It was a busy few days and to close out a great week, I had the honor of joining base leadership, the regional food service team, and NAVSUP HQ's Navy Food Management Team Master Chief CSCM Carl Demus in recognizing the Joint Expeditionary Base Little Creek galley team for their second consecutive Captain Edward F. Ney Memorial Award.

I feel rejuvenated by witnessing the many inspiring actions of our Sailor and civilian teams. As I say that, I want to remind you to stay safe and continue practicing COVID precautions. Our mission is too important not to, especially as we continue to blaze a trail with NSS-Supply, raising the bar on end-to-end supply chain integration around the globe. You're getting it done and I'm incredibly proud of your mission accomplishment. We're here to support at headquarters – never hesitate to reach out if I can help you in any way.

Stay motivated, stay professional, and take care of each other. I know this pandemic has taken its toll, I read about it daily. Continue to ask the hard questions to keep each other safe.

I'll close with a thought that I wrote in last spring's newsletter, as it remains just as relevant today.

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

See ya in the fleet and continue to give it your all - All Day, Every Day!

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

NEWSLETTER

Spring 2021

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Supply Corps Flag Nominated for Promotion



Secretary of Defense Lloyd J. Austin III announced that the president has made the nomination for promotion of Rear Adm. (lower half) Joseph D. "Doug" Noble, Jr. to the rank of Rear Admiral.

Rear Adm. Noble is currently serving as commander, Naval Supply Systems Command (NAVSUP) Weapon Systems Support, Philadelphia, Pennsylvania.

His afloat assignments include supply officer, USS Theodore Roosevelt (CVN 71); supply officer, USS Ulysses S. Grant (SSBN 631 BLUE); supply officer, USS Charlotte (SSN 766); and stock control officer, USS Independence (CV 62).

Previous shore assignments include special assistant, audit readiness, Office of the Assistant Secretary of the Navy, (Financial Management and Comptroller), Washington, D.C.; commanding officer, Navy Supply Corps School, Newport, Rhode Island; assistant commander, supply operations and logistics policy, NAVSUP, Mechanicsburg, Pennsylvania; executive officer, Defense Logistics Agency (DLA) Headquarters, Fort Belvoir, Virginia; chief of strategic programs (J351), DLA, Fort Belvoir, Virginia; commander, DLA support team, Afghanistan; branch head, supply programs and policy, Office of the Chief of Naval Operations (N412), Washington, D.C.; distribution division action officer, logistics directorate (J4), Joint Chiefs of Staff, Washington, D.C.; customer operations department head, Naval Inventory Control Point, Philadelphia, Pennsylvania; career counselor and assistant officer community manager, Office of Supply Corps Personnel, Navy Personnel Command, Millington, Tennessee; and assistant business officer, Fleet and Industrial Supply Center Yokosuka, Japan.

Please join me in congratulating Rear Adm. Noble on his promotion!

P.G. STAMATOPOULOS
RADM, SC, USN



Supply Corps Officer Nominated for Promotion



Secretary of Defense Lloyd J. Austin III announced that the president has made the nomination for promotion of Capt. Kristin Acquavella to the rank of Rear Admiral (lower half).

Capt. Acquavella is currently serving as chief of staff, Logistics Supply Chain Operations, Office of the Chief of Naval Operations, N41.

Acquavella is a 1993 graduate of the University of North Carolina at Chapel Hill, where she earned her commission through the Navy Reserve Officers' Training Corps program and played on four National Collegiate Athletic Association Championship Women's Soccer teams. She holds a Master of Science in Management from Naval Postgraduate School, where she specialized in Acquisition and Contract Administration.

Her operational tours include supply officer, Precommissioning Unit Gerald R. Ford (CVN 78); supply officer, USS Vella Gulf (CG 72); material officer and aviation repairable officer, USS Carl Vinson (CVN 70); supply officer, USS Brunswick (ATS -3); and Multi-National Forces Iraq contracting officer, Baghdad, Iraq.

Previous shore assignments include commander, Defense Logistics Agency Indo-Pacific, Pearl Harbor, Hawaii; division chief, Joint Staff J4, Washington, D.C.; director, Logistics Readiness Center/Current Readiness and Husbanding Services/Port Visit Management, U.S. Pacific Fleet, Pearl Harbor, Hawaii; deputy force supply officer and carrier strike group readiness officer, Commander, Naval Air Force Atlantic, Norfolk, Virginia; director, F/A-18 Integrated Weapons Team and Common Systems Integrated Weapons Team, Naval Inventory Control Point, Philadelphia, Pennsylvania; special assistant to the Director of Supply Corps Personnel and Career Counselor, Navy Personnel Command, Millington, Tennessee; procurement contracting officer, Naval Sea Systems Command, Washington, D.C.; and aviation support division officer, Naval Air Station Sigonella, Sicily.

Personal decorations include Defense Superior Service Medal (two awards), Legion of Merit, Meritorious Service Medal (five awards), Joint Service Commendation Medal, Navy Commendation Medal (four awards), Navy Achievement Medal, and various campaign and unit awards. She is a qualified Surface Warfare Supply Corps Officer, Naval Aviation Supply Officer and a member of the Defense Acquisition Corps. She played on the All-Navy Women's Triathlon Team, All-Navy Women's Soccer Team and All-Armed Forces Soccer Team. She was the 1997 Commander, Fleet Air Mediterranean Aviation Supply Officer of the Year, a 2002 Vice Admiral Robert F. Batchelder Award winner and the 2006 Elmer B. Staats Young Acquisition Professional Excellence Award winner.

Please join me in congratulating Capt. Acquavella on achieving this significant career milestone!

P.G. STAMATOPOULOS
RADM, SC, USN

NAVSUP Hosts Industry Roundtable to Discuss NSS-Supply

By Debbie Dortch

OFFICE OF CORPORATE COMMUNICATIONS, NAVAL SUPPLY SYSTEMS COMMAND

NAVSUP hosted a 90-minute industry roundtable virtual event Feb. 26 to educate industry partners about the integral role they have in Naval Sustainment System-Supply (NSS-Supply), an initiative that will leverage Navy's end-to-end (E2E) supply chains to run more effectively and affordably to generate the readiness the Navy and fleet need.

NAVSUP Strategic Supplier Management lead Karen Fenstermacher kicked off the event by welcoming NAVSUP's top 50 industry partners across the aviation and maritime domains. "Today's industry roundtable is another example of NAVSUP's continuing commitment to communicate its strategic priorities and direction with industry to collectively drive improved supply chain performance and support to the warfighter," Fenstermacher said.

Fenstermacher concluded her welcome by turning the floor over to NAVSUP Commander Rear Adm. Pete Stamatopoulos who gave an overview of NSS-Supply and NAVSUP's role as the supply chain integrator for the Navy.

"NSS-Supply is NAVSUP's transformation agenda to drive elevated performance. It's a multi-year journey with multiple focus areas," Stamatopoulos said. NSS-Supply is a combination of commercial best practices, process improvements, governance and oversight to maximize efficiencies and effectiveness within available means.

Stamatopoulos explained that NAVSUP is the supported commander governing E2E supply chains because NAVSUP and the Navy Supply Corps have a comprehensive view of supply from the tactical edge, spanning the entire spectrum of Navy supply requirements from ships, submarines, and aircraft, and from the operational level to program offices.

"Supply Chain performance is absolutely core to our Navy's future vision and end-to-end supply chain performance. We are definitely in a new era of great power competition... We must maintain the freedom of the seas and be able to ensure our allies and partners that we can protect our financial and commercial interests around the globe," Stamatopoulos said. "Our current supply chains must generate and sustain readiness to support our missions effectively and affordably."

Stamatopoulos emphasized the value of Navy and industry partnerships. "We absolutely need your collaboration and want to work closely with you to identify immediate areas where we can gain better performance out of our supply chains. Working together, we must gain further insight into barriers in your industry. We're all being held accountable to improve our performance."

NAVSUP is responsible for a 37 billion dollar inventory located at more than 700 locations or plants across commercial industry. "Our financial auditability is key to improving the performance of our end-to-end supply chains, which are extremely important to the lethality of our formations. Much of our inventory is in your custody in your repair facilities and we have to be able to tighten up our auditability. I am looking to you to help us in that area," Stamatopoulos said.

Commander, NAVSUP Weapon Systems Support (WSS) Rear Adm. Doug Noble dove deeper into NSS-Supply's E2E velocity pillar, which focuses on the speed of the supply system and reducing repair turn-around-times (RTAT) to meet fleet requirements and readiness goals.

Overall implications for industry partners included execution of a rapid reset of turn-around-time repairs to achieve a 50% reduction in RTATs; intensified tracking and management of RTAT; improved demand management and information exchange with transparency in requirements; and clarification on NAVSUP's role as the Navy's sole E2E supply chain integrator.

"Our commitment is to improve our performance and get in line with commercial standards for RTAT. I think we are on solid ground in terms of setting ambitious but achievable goals for ourselves, working with our industry partners," Noble said.

Noble also talked about how strategic contracts with industry can be better designed to focus on fleet requirements and fleet readiness goals, providing clear paths for contractors and measurable wins for the Navy.

"We need to approach this from a no-additional-cost framework. To do that, we will work collectively to have better transparency of information, and quicker information flow so we are not wasting time or creating dead time while waiting for material to be repaired," Noble said.

Noble went on to say to industry partners, "I am really looking forward to our conversations."

"Thanks to all our industry partners for what you do each and every day, repairing our gear, building our gear, helping us to support the Sailors, Marines, and other folks out there on the front line defending our nation," said Fenstermacher, wrapping up the roundtable. "I'm confident in our NAVSUP team and I'm confident that we can really make some great improvements in how we bring velocity into our supply chain."

This is the first NSS-Supply industry roundtable led by the NAVSUP commander in the virtual forum. NAVSUP plans to continue to engage with its industry partners to boost its efforts to find the right mix of organic and commercial activities to project and sustain warfighting readiness. Collaboration, integration and synchronization with industry partners, other Navy systems commands, and Navy Type Commanders will drive NSS-Supply efforts and ultimately improve Navy readiness.

"Seeing RTAT wins in the short-term is one of the most significant contributions our industry partners can do to propel and sustain our warfighting force," Stamatopoulos said. "This is an all-hands-on-deck approach to deter our enemies, secure our maritime dominance, and protect our freedom of the seas." 🌟



NAVSUP WSS Improving Maritime Industrial Support Through NSS-Supply

By Kelly Luster

OFFICE OF CORPORATE
COMMUNICATIONS, NAVSUP
WEAPON SYSTEMS SUPPORT



An MH-60S Sea Hawk, assigned to the “Eightballers” of Helicopter Sea Combat Squadron (HSC) 8, delivers supplies to the aircraft carrier USS Theodore Roosevelt (CVN 71) during a replenishment-at-sea. —photo by Mass Communication Specialist 2nd Class Zachary Wheele

“Today, we are engaged in a long-term competition. China and Russia are rapidly modernizing their militaries to challenge the international order that has benefited so many for so long,” said Chief of Naval Operations, Adm. Mike Gilday, during virtual remarks at the Surface Navy Association Symposium earlier this year. For our Navy to operate at the strategic edge and win, day-to-day, it can only do so with staunch support from the Navy’s end-to-end supply chain integrator: NAVSUP Weapon Systems Support.

Working within the framework of Naval Sustainment System-Supply (NSS-Supply), NAVSUP WSS is forging ahead into this cross-domain, mission-partner-centric approach to better coordinate and integrate the naval supply chain, end-to-end. NSS-Supply is confronting the Navy’s need for a single, strategic-scale, and sustainable design for a Navy wide supply chain with the right mix of organic and commercial activities in order to deliver, project and sustain the force. NSS-Supply has a total of six pillars: Achieve End-to-End Integration, Demand Management, Optimize Working Capital Fund Portfolio, Shape Industrial Base, Optimize Organic Repair, and Increase End-to-End Velocity.

As the lead for the End-to-End Velocity pillar, NAVSUP WSS is finding and leveraging touch points across our supply chains to make them run more effectively and affordably. The command is shrinking maintenance turnaround times and accelerating end-to-end velocity of spares, reducing costs and directly increasing readiness and combat capability for the fleet. As the end-to-end supply chain integrator, one of those touch points is at the Navy’s four public shipyards where NAVSUP WSS is helping shape maritime industrial support, especially in recent years. But it wasn’t always this way.

After a congressional recommendation from the 2005 Base Realignment and

Closure Commission, Defense Logistics Agency’s and Naval Service Supply’s storage and distribution functions were consolidated under DLA. The consolidation also disestablished the shipyard supply department—a decision which directly impacted material support of shipyard availabilities because of the lack of Navy insight and oversight to identify and prioritize requirements. In response, Naval Sea Systems Command (NAVSEA), Naval Supply Systems Command (NAVSUP), and DLA signed a memorandum of agreement in August 2018 to refocus material support at the public naval shipyards. Additionally, NAVSEA and NAVSUP established a manpower memorandum of agreement to provide robust personnel to support the reconstitution of shipyard supply departments.

Fleet owned and funded, NAVSEA manages the shipyards which have the primary responsibility for nuclear carrier and submarine maintenance and repair. Some of the duties of the reconstituted shipyard supply departments include oversight of all materiel functions and improved supply support leading to on-time delivery of ships and submarines back to the fleet.

Additionally, NAVSUP WSS bolstered its support of the maritime industrial enterprise by establishing teams aligned to the four public naval shipyards. These teams synchronize closely with the shipyard supply departments and coordinate with program managers, planners and contracting officers on behalf of shipyard availabilities. Additionally, key leaders attend a variety of planning and coordination meetings to identify and overcome material readiness challenges across supply chains.

“We are the shipyards’ entry point to WSS,” said Dyan Hooper, NAVSUP WSS’ industrial support division head who leads a robust team of logistics experts. “Our work will optimize the cost and increase the value of readiness by returning strategic assets back to the fleet. We support the four shipyards in myriad ways including material planning, forecasting parts, and expediting issues. The bottom line: we help identify and solve problems.”

She said the command continues to expand competition and deepen partnerships with strategic suppliers.

Hooper continued, “Many of the vendors we rely on to supply the parts necessary for shipyard maintenance are the sole source. The strategic relationships we form and the effective communication of contract priorities and required delivery dates can be the difference between on-time and delayed delivery, especially during the ongoing pandemic. With our teams working to prioritize contract delivery timeframes and negotiating partial or incremental deliveries, it ensures we’re managing the whole of the Navy’s supply chain in support of our shipyard customers.”

A key decision when Code 500 departments were reestablished was who would lead the departments. According to Capt. Aaron Ayers, Supply Officer, Portsmouth Naval Shipyard, being the lead Supply Corps officer at a shipyard, also called the SUPPO, is not what you may think, and it requires a depth and breadth of experience found only in senior supply officers. He said from the outside, it may look like as though it is just about managing shipments on the yard—supply, storage and distribution or SS&D—“but it’s much, much more than that,” he said. “Day-to-day operations at all of the shipyards encompasses much more than what is on the yard—that’s only a small piece of the operation,” he added.

Ayers said the shipyard SUPPO is like no other job. “There’s what people think we do,

and there’s what we actually do,” said Ayers. On any given day, he said he coordinates between multiple organizations at multiple levels to support material support to industrial availabilities. He said for every action that does, or does not happen in maintenance, there is a ripple affect felt across the Fleet. “Shipyard operations are extremely complex,” Ayers said. “As we continue to support our Navy, we must continue to improve our support to industrial maintenance. Part of that is understanding the complexities of the supply chain, end to end, beyond the shipyards.”

“We try to anticipate problems and work with industry partners, and Department of Defense organizations to provide a Navy that’s ready to fight tonight,” said Ayers.

Ayers said, although there have been great strides made in maritime industrial support, especially at the public shipyards, we must continue seeking opportunities to improve readiness across the fleet. “Any days we save getting ships and subs in and out of availabilities, is another day for Combatant Commanders and crews to operate in the world’s oceans.”



Sailors assigned to the forward-deployed amphibious assault ship USS America (LHA 6) conduct flight operations during a replenishment-at-sea. —photo by Mass Communication Specialist 3rd Class Walter Estrada



Gabriel Crespo, a contractor for American Scaffold, uses a hammer to put a diagonal pipe in place on the flight deck of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75).

An Introduction to Naval Reactors

By Lt. Cmdr. Jason House

DEPUTY DIRECTOR, LOGISTICS,
NAVAL NUCLEAR PROPULSION
PROGRAM

A junior officer exhibiting sustained superior performance will often times look to the end of a fitness report write-up and find that the reporting senior has written, “Detail to the most demanding billets for guaranteed success” or “Front-running Supply Corps officer ready for the most challenging billets.” Perhaps you find yourself asking what a challenging billet looks like.

The answer is the Naval Nuclear Propulsion Program, which offers a unique and dynamic opportunity for junior officers. There are not many billets available in the Supply Corps community that allows allow a select group of Supply Corps officers to work for a 4-star admiral in a Joint Department of Energy and Department of Navy billet.

The Navy utilizes nuclear power to operate roughly 45 percent of its major combatant ships. The contracting, budget management, and logistics problem solving that goes into successfully maintaining safe and effective nuclear power are demanding and challenging that require superior performing officers. The following articles provide a perspective from some of our junior officers in the Naval Reactors Program.

Office of Naval Reactors Keeps Nuclear Powered Ships Ready for Sea

By Lt. Cmdr. Jason House

DEPUTY DIRECTOR, LOGISTICS, NAVAL NUCLEAR PROPULSION PROGRAM

As a young lieutenant, I worked in a program office for a major defense acquisition program that was procuring a piece of equipment rated as an Acquisition Category I (ACAT I). In order to qualify as an ACAT I program, the total dollar value for the program must be estimated at greater than \$525 million for research, development, testing and evaluation or greater than \$3 billion of procurement funding in constant dollars. The equipment the Navy was procuring was being fabricated in a contractor-owned facility in which there were cost overruns as well as repeated schedule delays. I found myself wondering why the Navy did business this way, namely, why were we willing to pay for sub-par performance. I wondered what it would look like if we had a government-owned, contractor-operated scenario instead. Would we still see the same lack-luster performance? Fast-forward eight years; I was able to find the answer to that question.

The Department of Energy’s National Nuclear Security Administration (DOE/NNSA) Office of Naval Reactors has the mission to provide militarily effective nuclear propulsion plants and ensure their safe, reliable, and long-lived operation. In executing this mission, Naval Reactors directs the work at the Naval Nuclear Laboratory (NNL), the collective name for the four government-owned, contractor-operated DOE sites. These four sites are the Naval Reactors Facility, Kenneth A. Kesselring Site, Bettis Atomic Power Laboratory, and Knolls Atomic Power Laboratory.

NNL is operated for Naval Reactors by Fluor Marine Propulsion Corporation. All four of the sites provide capabilities and infrastructure to support all nuclear-powered Navy ships. The following illustrates some of the benefits provided by these sites:

Fleet Training & Certification

Naval Reactors operates nuclear propulsion plant prototypes and facilities to train and certify all personnel who operate naval nuclear propulsion plants. Naval Reactors uses this capability at the Kesselring site to train approximately 1,200 active duty military personnel per year.

System Design and Engineering

Naval Reactors uses the sites to provide life-cycle support to the fleet. This includes support for over 4,000 unplanned and urgent fleet issues annually, in addition to the standard preventative maintenance, analysis, and function of innovative technological solutions.

Research Technology & Development

The laboratories are equipped with specialized test facilities, enabling the collection of tech data in multiple areas without a reliance on operating prototypes. Some of the benefits of this research have resulted in the Ford Class-class aircraft carrier core delivering 25% percent more energy while the propulsion plant requires 30% percent less maintenance than a Nimitz Class-class carrier. Additionally, the core of the Columbia Class-class will not require a mid-life refueling. This eliminates lengthy downtimes for a boat and leads to a cost savings of over \$40 billion for the life of the class.

The laboratories provide a level of unparalleled support to the fleet as they work to ensure we never have a bad day in nuclear power. They provide a strategic vision for the future of Naval Reactors, continuing to demand higher levels of performance from both reactor and propulsion plants. They demonstrate the answer to my standing question from eight years ago about how efficient a government-owned, contractor-operated facility can be.

Perhaps the Navy could benefit from using this model more frequently in our endeavors to remain the world’s greatest Navy. ✪

Ready-for-Sea on Nuclear Power

By Lt. Jonathan Sessions

PRIME CONTRACT MANAGER,
NAVAL REACTORS

The Naval Nuclear Propulsion Program, or Naval Reactors (NR) as it is more commonly known, is certainly a unique place to work. In many ways, it is a world unto itself; singularly focused on its mission with a solid grip on a foundation of excellence laid by the father of the Nuclear Navy, Adm. Hyman G. Rickover.

I was not sure what to expect when I got to NR. The only exposure I had was interviewing for two days all around NR Headquarters, culminating in lieutenant junior grade sessions sitting down across the desk from an admiral being asked “Why should I hire you?” I don’t quite remember what I said. Honestly, I was glad the front legs of the chair weren’t shortened—a Rickover tactic used to keep interviewees fighting to stay seated while he fired off questions (the chair is still on display in the building).

Going in I knew a couple of perks that came with the job: Five years of shore duty, Washington D.C., grad school, civilian clothes. What I didn’t understand was the personal and professional development that comes with a tour at NR.

When you come to NR there is a temptation to feel a little superior because of the program’s reputation, but that soon washes away the first time someone looks at you to advise on a \$245 million decision that affects the future of the Nuclear Navy for the next 50-60 years, and feels four or five times above your pay grade. You’ll note I recall the scenario clearly.

However, NR doesn’t leave you alone, moving forward blindly. There is an expectation to think creatively and educate yourself on your job, but the culture that has grown and developed over the last 60 years in this program is one of rigid compliance to professional development.

Many junior officers feel the need to know everything. NR encourages you to take ownership of your assignment, but questions you along the way. Rarely do I brief my boss without getting questions I wasn’t

considering; I have been at NR for two years and this still happens. But what this teaches is to think beyond what’s easy or what passes for staff work and to think critically about your job and how it fits into the broader picture. When I get questions from my boss, it isn’t because he is trying to show me how much he knows, it is because he truly wants to know what I think; in fact he expects me to know what I think and why I think it.

NR provides many opportunities to improve yourself because of a firm belief that proactive development of its civilian and military staff leads to an all-around more capable, knowledgeable, and empowered workforce that will own assignments and perform what NR calls “completed staff work.” From in-house training on Project Management Principles; Microsoft Excel classes; and Leadership Book clubs, to classes at some of the finest institutions in the country, NR actively pursues your development because you are seen as a vital member of the team.

In my opinion, the skills developed at NR and the opportunities provided make supply officers coming off of this tour an asset to any team he or she supports. A supply team at sea or on shore receives an officer accustomed to questioning processes in order to understand, owning work and providing a recommendation instead of simply providing information, and who is comfortable interacting with every level of seniority.

I am glad I chose to come to NR. Every day is a challenge. It isn’t all roses, but I do always feel encouraged to punch above my weight. There are no “simple” days; there are only somewhat less busy days. While at NR I have traveled across the country to see program sites and vendors; I am enrolled at Johns-Hopkins University pursuing a Master’s in Applied Economics; and outside of the program, I have the incredible opportunity to serve as a White House Military Social Aide and local Boy Scout Troop Assistant Scout Master. Washington D.C. isn’t a bad place to live either.

All of this is to say that there are many opportunities in the Navy, NR is certainly a less traditional choice for a supply officer but for the reasons I have identified above, I think it is an incredible environment to develop as a professional. Regardless of what your future plans may be, I hope you will consider it. ✪



The Navy Supply Corps Newsletter



Why Naval Reactors?

By Lt. Luis Luy

IN-SERVICE SUBS/CLB CONTRACTS MANAGER, NAVAL REACTORS

When sharing your potential interest in a tour at Naval Reactors (NR), Supply Corps officers often ask, “Why NR?” I was asked to share my ‘Why NR’ perspective to perhaps assist other Supply Corps officers in evaluating if NR helps them accomplish their career goals and to share a bit more about what the NR tour entails.

The water cooler gouge is that Supply Corps officers who come to NR often hang up the uniform and transition to civilian life. Like most gouge, it is partially true, but not the full story. What is true is that Supply Corps officers who are selected for NR do not routinely wear Navy uniforms and do report for work in business attire. The other truth is that this tour provides an excellent platform for Supply Corps junior officers (JOs) to prepare for and subsequently complete a second operational tour such as expeditionary/afloat department head or JO tour aboard a big deck.

The Rickover Principles (ownership, responsibility, attention to detail, priorities, know what is going on, hard work, checking

up, and facing the facts) challenge all officers to understand their work and the impacts of their decisions. NR provides the opportunity to work with top staff that has a keen appreciation for completed staff work and direct access to a top leader in the Department of Defense and Department of Energy, the director of Naval Reactors. By design, NR’s flat organizational structure greatly empowers Supply Corps JOs with a high level of responsibility and provides a great opportunity to make an impact that is rare for first tour JOs. Thus, it is no surprise that the NR shore tour is one of the more challenging tours for any JO. This fast paced five-year shore tour consistently demands high quality output and undoubtedly raises any JO’s competencies as an independent thinker and officer.

By completion of the NR tour, Supply Corps JOs develop their flag level staff skills, gain meaningful Supply Corps experience (DAWIA Level II or III in Business Financial Management, Contracting, or Lifecycle Logistics), complete a master’s degree from the plethora of universities in the area (e.g.

American/Carnegie Mellon/Georgetown/New York University, University of Cambridge/Maryland/Pennsylvania), and receive four-star command fitness reports in a competitive environment.

Most NR alumni report to the second operational tour at the seven and a half to eight year point, allowing for the upward fitness report progression recommended for O-4 selection. Upon completion of their second operational tour, NR alumni have approximately five to six years to complete two to three other staff tours (e.g. NAVSUP Weapon Systems Support) that can propel them to the top of their peer group.

Finally, NR’s location, Washington, D.C., provides excellent networking opportunities. The D.C. Supply Corps network is one of the best in the country and a mentorship resource that NR supports and encourages its JOs to explore.

I encourage you to consider NR for your first shore tour. This challenging tour could be exactly what you are looking for to grow both as an officer and as a leader. 🌟

Doing a Job

By NAVSUP Weapon Systems Support Nuclear Reactors Supply Chain Management Directorate

“When doing a job—any job—one must feel that he owns it, and act as though he will remain in the job forever.” Those words were the essence of a speech Adm. Hyman Rickover delivered at Columbia University in 1982. At NAVSUP Weapon Systems Support (NAVSUP WSS) Nuclear Reactors Supply Chain Management, his management philosophy serves as a touchstone of every logistical interaction in support of the Navy’s Nuclear Reactors Program.

Our top-level metric is our requirement to maintain a minimum 95% materiel availability dedicated to our customer, Naval Sea Systems Command’s (NAVSEA) Nuclear Reactors directorate, commonly called NAVSEA 08 or simply SEA 08. Achieving our goal requires an intensive level of coordination with our partners, which also include Cognizant Design Agents, public and private

shipyards, and the fleet. Through reaching our goals, we are inspired to cultivate a strong sense of ownership, utilizing best practices like the NAVSUP Nuclear Battle Rhythm, key metrics, quality assurance, waterfront representative support, score-cards and more.

“Doing a job” here at N94 means more than the title of a speech given 40 years ago by a naval legend. It is the fundamental concept that by which we—with our partners—live: It serves as the foundation as we cross-functionally create solutions to challenges that could threaten the success of the Navy’s Nuclear Reactors Program.

The civilian-military team at NAVSUP WSS embraces this awesome responsibility and determination as though we “will remain in the job forever.” The high standards that we hold and the willingness to empower our teammates is a central component of NAVSUP WSS’s ability to successfully navigate perpetual logistical challenges in the Navy. 🌟



Naval Nuclear Propulsion Program Internship

By Lt. Vincent Cipollone

LOGISTICS MANAGER, TECHNICAL MANUALS,
NAVAL REACTORS

Remember video game cheat codes? A specific sequence of button presses on your controller could give you infinite lives, infinite money, super speed, or an endless number of possibilities. What if I told you that the Navy had a cheat code that allowed ships to run forever? This cheat code is nuclear propulsion, and it allows our aircraft carriers and submarines to go decades without ever refueling.

What if I told you that this same cheat code was available to Supply Corps officers? You will not be able to run forever, but your career will, and the Naval Nuclear Propulsion Program (NNPP) is how.

First, what is the NNPP?

The mission of the NNPP, also known as Naval Reactors, is to provide militarily effective nuclear propulsion plants and ensure their safe, reliable, and long-lived operation. This mission requires the combination of fully trained U.S. Navy men and women with ships that excel in endurance, stealth, speed, and independence from logistics supply chains.

That being said, this is not an article about what the NNPP does. Instead, this is an article about what is in it for you, the junior Supply Corps officer. The NNPP is perhaps the best-kept secret in the Supply Corps, something of an urban legend. However, it is very real and can provide benefits to you that other shore tours or internship programs cannot.

First and foremost, the NNPP provides you an opportunity to achieve your postgraduate degree. That was not a misprint. The NNPP has a tuition payment benefit that you are eligible and encouraged to use as soon as you arrive. It is not a reimbursement program. The NNPP helps pay for your school directly. This is especially beneficial for the Supply Corps officers early in their respective careers because of the reorganizing of the Navy-funded post-graduate school timing from early as O-4, to late as O-3. Additionally, the number of spots guaranteed to Supply Corps officers has decreased, so post-graduate school may not be guaranteed anymore. The NNPP internship allows you to complete this milestone on your own terms at the institution of your choice, whether it is local or an online program. The NNPP will accommodate your working hours to attend lectures or conferences. There are certain stipulations regarding the tuition payment benefit that is beyond the scope of this article, but it is possible to earn your MBA or other postgraduate degree at minimal cost.

Another fantastic benefit is your filling your officer record with meaningful black ink very early in your career. A Supply Corps officer in the NNPP internship is eligible to earn both Level

I and Level II Defense Acquisition Workforce Improvement Act certifications in either business and financial management, or contract management, as well as the corresponding Additional Qualification Designator (AQD). Further, there is a specific Naval Reactors Supply AQD, and subspecialty codes with the suffixes for experience and/or education (i.e. R or Q), as well as the aforementioned post-graduate degree. Less-common certifications you can pursue are available, such as Certified Defense Financial Manager, should you desire certification. The program will move heaven and earth for you to attain your professional certifications and may even pay for preparation courses and test fees, if applicable. The NNPP is also a fantastic opportunity to complete Joint Professional Military Education Level I, if you are looking to stay in.

Some have dismissed the NNPP internship as an opportunity because it is a five-year program. Don't! In fact, the program works closely with the Supply Corps detailers to rotate officers to their next duty station sooner in order to meet career milestones. If you want to stay in, the program WILL work with you with respect to when you board for O-4. If you rotate early, you are not required to serve a payback tour because the NNPP internship is its own payback. Other internships require you to find time to complete a payback tour once complete, so essentially the NNPP internship could actually be shorter than other more sought after internships. Following your time at the NNPP, you will be placed in a second operational tour billet that ensures you remain competitive with your peer group. The Chief of Supply Corps takes an active role in this effort, which ensures the close working relationship that the NNPP has with PERS-4412, the Supply Corps detailers, as well as flexibility in your departure date.

Another major career benefit is that a four-star admiral will sign your FITREP (for O-3 and above). Coupled with the fact that the NNPP internship has one of, if not the largest, cohorts of supply officers under a single reporting senior in the National Capital Region allows your record to stand out among your peers. Admittedly, it is possible to be stuck in traffic for a cycle or two depending on projected rotation dates, but having the NNPP internship on your performance summary report is enough for senior Supply Corps officers to hold you in high regard, as the NNPP only selects the best and brightest of officers.

There are many other non-career related benefits of being selected for the NNPP internship, such as the civilian dress code, living in Washington, D.C. (NOT Arlington, Virginia as the Supply Corps Directory says), and having flexible working hours. Those benefits will vary, person-to-person, but the career benefits are clear. The program recruits from all platforms and billets, and sometimes directly from the Basic Qualification Course. Any gouge about only submarine CHOPs being eligible is false.

The application package template is on the Supply Corps Navy Personnel Command (NPC) website under "Nominative Billets" near the bottom of the page under "Naval Reactor."

The URL for the Supply Corps NPC website is <https://www.public.navy.mil/bupersnpc/Pages/default.aspx> 🌟

Despite Pandemic Restrictions, Supply Corps Fulfills Inauguration Supply and Demand

By Lt. Cmdr. Keith Darby

PUBLIC AFFAIRS OFFICER, UNITED STATES NAVY RESERVE

As COVID-19 continues to affect every aspect of daily life, the troops working on America's 59th Presidential Inauguration had to adapt to unprecedented circumstances to support the country's democratic transition of power. In particular, the Selected Reserve community was tasked with providing support in the areas of contracting, lodging, bus movement, inventory of supplies and meals.

As Rear Adm. Jacquelyn McClelland describes it, adapting to the pandemic "truly aligned to what we do as Supply Corps—total support in the face of challenges." Undoubtedly, the issues faced by supply officers and logistics specialists were multifaceted. Covid-19 "made advanced planning very challenging and complex. Keeping the Sailors safe while expecting them to execute the mission was another big challenge. [The pandemic] also affected the costs with respect to Restriction of Movement accommodation, transportation, and contract negotiations," said McClelland.

Mission ready, our Supply Corps had to be creative and maximize resources to ensure the supply and demand needs of the inauguration were met. Cmdr. George Lawton, who was involved with the 2013 and 2017 inauguration as the senior Logistics Liaison Officer, Naval District Washington, describes that in his role as senior planner for the 59th Presidential Inauguration he "quickly drew from lessons learned and forward planning experience to coordinate with base installations, Navy Facilities and Engineering Command and the Navy Supply Systems Command." Well versed from his participation in historical inaugurations, this year, Lawton continued to project and analyze the support level needed while providing cost savings for national security special events.

Chief Logistics Specialist Moses Rogers, who served this year as the logistics chief for the Navy Inaugural Liaison Office explains "pre-COVID, asset availability was low. We were not sure if we would receive all the vehicles we had reserved... certain supplies we felt we needed (sanitizer, disinfectant sprays/wipes) were hard to come by as well." Rogers and his team had the critical responsibility of managing the Navy's supply, readiness, contracting, and fiscal matters in support of the 59th Presidential Inauguration. Rogers further expounds that during the pandemic, "the supplies that were hard to come by, were now available for us, since we could now justify the need in this new COVID environment." While certain supplies became more available, navigating the challenges of quarantining and housing certain incoming members of the team proved more challenging. Rogers elucidates that a significant portion of lodging on Joint Base Anacostia-Bolling was sacrificed to provide safe and adequate quarantining of the troops. Therefore, in order to meet the team's lodging needs, supply officers and logistics specialists were propelled "into a search for other lodging options, which eventually lead to the use of contract berthing, off base, for our support personnel."

No stranger to how technological advancements have been lauded for connecting folks both personally and in order to conduct business during the pandemic, the Supply Corps took

advantage of technological advancements to carry out its mission with the 59th Presidential Inauguration. In particular, McClelland says, "despite the pandemic challenges, advancement in technology provided the platform for the team to deliver by supporting the mission remotely all over the world. Microsoft Teams enabled virtual meetings, collaboration and discussions that helped execute the mission." Elaborating further, Rogers, who faced many supply chain challenges with three prior desert deployments under his belt, relays that he was impressed that advancements in technology allowed for "the quick turnaround [in] acquiring the meals and contract berthing" for service members participating in the inauguration.

Proving adaptable and resourceful logisticians through the mission, McClelland explains that the Supply Corps members



Petty Officer Second Class Courtney Ritchwood (left), Petty Officer First Class Katherine Ronsairo (middle), and Petty Officer Second Class Eric Batts (far right) loaded boxes of Meals, Ready-to-Eat (MREs) that were transported to service members supporting the 59th Presidential Inauguration. The Navy Liaison Office secured \$9,000 in MREs and water to nourish 224 Sailors that participated on rehearsal and Inauguration Day. —photo by Lt. Cmdr. Keith Darby

masterfully provided other key functions, such as "collaborating with the U.S. Secret Service, Capital Police and other local law-enforcement agencies to ensure efficient and timely arrival of all Navy personnel at various locations on the inauguration day." In reflecting on the experience holistically, Chief Rogers "take[s] a sense of pride knowing [he] had a key role, in the Navy's footprint." He says "this will be a once in a career event for a lot of the personnel we have brought on." 🌟



NAVSUP FLC Sigonella's Fleet Mail Center Team at Naval Station Rota, Spain. —photo by MA2 Tara Newland and Lt. Gerardo Jimenez

NAVSUP FLC Sigonella-Site Rota COVID-19 Response in Supporting the Fleet

By Lt. Reagan Pescoso

LOGISTICS SUPPORT OFFICER, NAVSUP FLEET LOGISTICS CENTER SIGONELLA CODE 430 SITE ROTA AND

MA2 Tara Newland

CUSTOMS AGENT AND PUBLIC AFFAIRS SPECIALIST, NAVSUP FLEET LOGISTICS CENTER SIGONELLA-SITE ROTA.

NAVSUP Fleet Logistics Center (FLC) Sigonella-Site Rota is composed of 177 Military, Civilians and Host Nation Partners (HNP). The Sailors, supervisors and HNPs at this command put immense efforts into ensuring that Naval Station (NAVSTA) Rota operations and their assets continue to function smoothly. Below are just a few of the many operational achievements that the team has excelled in completing to date during the COVID-19 pandemic.

Postal Operations led the way by managing, routing, and processing 1.2 million pounds of mail in spite of consistent challenges in support of our 32 tenant commands; five forward deployed naval forces (FDNF) ships, visiting assets, and retired military members and families. The Lisbon Site Post Office expertly managed and dispatched over 36 thousand pounds of mail supporting five tenant commands including Strike Force NATO. The Aerial Mail Terminal in Madrid was key to the regional COVID-19 contingency response efforts by quickly brokering solutions to mitigate commercial air cancellations and skillfully integrating commercial surface and Air Mobility Command assets to distribute over 1.5 million pounds of mail to 12 postal activities in Spain and Portugal. The NAVSTA Rota Post Office served as the Commander 6th Fleet distribution hub for incoming mail for further movement to the 6th Fleet area of responsibility (AOR) and was the logistical arm for outgoing mail movement to the 5th Fleet AOR during the lockdown assuring end-to-end Navy supply chain postal support.

The NAVSUP FLC Sigonella-Site Rota Defense Fuel Support Point (DFSP) remained a 24-hour operation throughout the height of the COVID-19 lockdown in

Spain in order to provide on specification fuel to the ships and aircraft of the United States, Spanish, and other NATO forces operating in 5th and 6th Fleet AORs. The team, comprised of U.S. Military, U.S. Civil Servants, HNPs, and contract personnel, utilized a minimal manning construct that enabled the mission to be met, while at the same time maintaining social distance. Lockdown strictly limited the movement of personnel in Spain; however, the operational tempo of Rota's customers did not see a downturn. Rota issued just over 19 million gallons of petroleum products consisting of JP-8, F76, JP-5, gasoline and diesel from March 2020 to June 2020. Comparing the four month COVID-19 period to the same time window in 2019, the total gallons issued were almost identical. DFSP Rota also implemented a contactless refueling contingency operating plan that is in effect for the duration of COVID-19. This policy mirrors a replenishment at sea, utilizing heaving lines to pass necessary fittings, hoses and documentation from the pier to moored vessels.

This enables the vessels to be refueled safely, allows the crews of the moored vessels to maintain their bubble, and eliminates close personal contact. COVID-19 has brought unique challenges to normal

day-to-day refueling operations, but the team at Rota has adapted quickly in order to overcome them, and support the mission.

Going beyond the call of duty by formulating innovative ways to counter logistical challenges brought by the pandemic, the fleet support team at Logistics Support Center (LSC) was instrumental in elevating the morale of the ship's crews and their ability to continue with their mission. Their tremendous efforts benefitted Sailors and civilian mariners of 22 ships spanning 600 in-port days to afford them their well-deserved port visit liberty. With the crew restricted to the pier, the logistics support representatives (LSR) at LSC facilitated installation of Wi-Fi services on the piers enabling the crew to connect with their loved ones at home. Redefining port visit liberty the bubble-to-bubble liberty concept was introduced. This entailed dividing groups of the crews into small sections and allotting times for each of these sections to do different activities as well as exclusive use of services throughout the base such as the Navy Exchange Main Store, Mini Mart, and laundry facilities, as well as the beach and the golf course. The LSC team, together with the Morale, Welfare and Recreation, worked to provide opportunities for the visiting crews to participate in pier events such as movie nights, barbecues, beer on the pier, sports and games, and even pier side lodging. Equally notable is the LSR team's efforts in the safe and timely delivery of over 2,000 pallets of cargo and provisions despite a "gangway up" order restricting crew aboard and social distancing measures in place. This allowed the warfighters and assets of the USS Harry S. Truman and Dwight D. Eisenhower Strike Groups, USS Bataan Amphibious Readiness Group, Submarine Group 8 and Commander Naval Surface Forces Atlantic to successfully continue with their mission by having mission critical parts and sustainment items on hand.

During the pandemic, the Personal Property Shipping Office (PPSO) faced

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NAVSUP FLC Sigonella's Support Center Team at Naval Station Rota, Spain. —photo by Lt. Gerardo Jimenez



NAVSUP FLC Sigonella's Support Center Team at Naval Station Rota, Spain. —photo by Lt. Gerardo Jimenez



NAVSUP FLC Sigonella's Bulk Fuels Team at Naval Station Rota, Spain. —photo by MA2 Tara Newland and Lt. Gerardo Jimenez

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many challenges such as host nation's state of alarm and restriction of movement (ROM), DoD PCS Stop/Delay, and DoD's ROM measurements. Once able to resume operations PPSO successfully executed the first Forward Deployed Naval Forces-Europe (FDFNF-E) Homeport Change between USS Carney (DDG 64) and USS Roosevelt (CVN 71). In an intense three week period, PPSO staff achieved the first FDFNF-E transition back to CONUS by executing 112 household good (HHG) pack-outs, 85 unaccompanied baggage, and 29 alcohol shipments weighing 750,000 pounds, while allowing the unit to maintain its full operational readiness and meeting all set timelines prior to departure. Moreover, PPSO effectively tackled a 60% increase in HHG pack-out services totaling over 1.5 million pounds, processed the importation and exportation of over 300 privately owned vehicles and performed 100% quality control inspections and COVID-19 health protocol surveys on 1,000 HHG delivery and pack-out services as required by new U.S. Transportation Command and NAVSUP policies.

NAVSUP FLC Sigonella-Site Rota continues to provide forward leaning support to its customers. The evident high level of warfighting mentality of the Sailors and the dedication of the civilian professionals and HNPs make a lethal combination to counter any challenges the COVID-19 pandemic will present in the future. The team at NAVSUP FLC Sigonella-Site Rota is and will remain focused to achieving end-to-end supply chain and cradle to grave logistics support to all units transiting through or operating within the Iberian Peninsula and the 6th Fleet AOR. 🌟

NAVSUP Fleet Logistics Center Sigonella, Industry Partners Overcome Logistics Challenges to Support USS Mount Whitney (LCC 20)

By NAVSUP Fleet Logistics Center Sigonella Public Affairs

(This article is the second of a two-story series that highlights how NAVSUP Fleet Logistics Center Sigonella supported USS Mount Whitney (LCC 20) during the COVID-19 pandemic.)

In mid-December, the U.S. military, civilian, and Italian national team members of NAVSUP Fleet Logistics Center (FLC) Sigonella provided continuous logistics support and postal services during a month-long regular overhaul (ROH) to USS Mount Whitney (LCC 20) while the U.S. Sixth Fleet flagship was berthed at the San Giorgio del Porto in Genoa, Italy.

Vessels dry dock during ROH, allowing a ship to be out of the water for routine maintenance. During this maintenance period for Mount Whitney, NAVSUP FLC Sigonella's Logistics Support Charge (LSC) team delivered provisions, cargo, mail, and supplies for the ship's crew.

"NAVSUP FLC Sigonella constitutes the supply backbone for the Navy's ships in our [Area of Responsibility]," said Chief Logistics Specialist Jerwin Guanga, NAVSUP FLC Sigonella's supply operations leading chief petty officer at Naval Support Activity, Naples. "While Mount Whitney was undergoing maintenance, the LSC team tracked the ship's general cargo and high priority materials. We can even do grocery runs for the ship's crew to maintain the integrity of the 'bubble-to-bubble' concept."

Guanga added that NAVSUP FLC Sigonella's master logistics support representative, Sebastian Guercia, provided customs clearance, cargo transportation, re-packaging and crating, and fueling services.

Some aspects of NAVSUP FLC Sigonella's logistics support to Mount

Whitney during the ROH were impacted by the COVID-19 pandemic.

"The pandemic challenged our ability to deliver mail between Mount Whitney and Naval Support Activity, Naples' Fleet Mail Center due to travel constraints," said Tim Callahan, NAVSUP FLC Sigonella's postal supervisor. "Our solution to this logistics challenge of keeping the mail moving for the crew was to utilize United States European Command Logistics Directorate Transportation Tenders to contract a local company to move mail to the ship in accordance with the regulations and policies of transporting U.S. mail."

He added that NAVSUP FLC Sigonella's morale-boosting role was to process the crew's mail and make registered mail deliveries.

Chad Hartley, NAVSUP FLC Sigonella's region postal advisor, said that travel restrictions within Italy also impacted customs clearance processes.

"As Italian regions switched from green to red or yellow, NAVSUP FLC Sigonella's contractor partner representative coordinated with Defense Logistics Agency and U.S. Customs representatives from Naples to negotiate a deal with Italian Customs officials in the Genoa region," Hartley said. "This effort resulted in a preauthorization of shipments in advance. It expedited service reducing waiting times in Genoa from eight hours to about one hour. The approved clearance procedures allowed NAVSUP FLC Sigonella to codify a support plan for use of San Giorgio del Porto in the future."

In addition to postal services and LSC support, NAVSUP FLC Sigonella delivered contracting services during Mount Whitney's ROH. 🌟

NAVSUP Completes its Support Role to USS Mount Whitney (LCC 20)

By NAVSUP Fleet Logistics Center Sigonella Public Affairs

In mid-December, civilian, military and Italian national members of NAVSUP completed their support role during a months-long regular overhaul (ROH) to USS Mount Whitney (LCC 20), while the U.S. 6th Fleet's flagship was berthed at the San Giorgio del Porto in Genoa, Italy.

During ROH, vessels dry dock allowing a ship to be out of the water to perform routine maintenance.

"During ROH maintenance periods, our contracting professionals define a workable ship repair package, promote competition among qualified shipyards and then award the contract," said Joseph Van Gorp, Ship Repair supervisor who led NAVSUP's contracting team. "After award, our team manages the ship repairs negotiating any additional work that may occur and verify that the project progresses in accordance with the contract terms, conditions and deadline."

The contracting package for Mount Whitney's ROH included remodeling the entire bridge and its systems. It also included installation of a new propeller, shaft, maintenance on boilers and flight deck repair and preservation. While the ship is in dry dock, crews paint all surfaces that are below the waterline and apply an anti-fouling coating system.

"Delivering our contracting services for the Mount Whitney in a COVID-19 environment meant we faced challenges to a timely completion of the ROH," said Van Gorp. "Delays to Mount Whitney's repair schedule resulting from the pandemic environment were mitigated by our ability to ensure clear communications with the ship's force, contractors and Military Sealift Command members as the repairs were underway."

Enter two of NAVSUP's contracting officers assigned to NAVSUP Fleet Logistics Center Sigonella (FLC), Alex Palomar and Maria Di Lieto.

"NAVSUP's ability to successfully perform our contracting support role for this complex, high-visibility repair project for Mount Whitney depended greatly on the expertise of Alex and Maria," said Van Gorp.

Palomar served as NAVSUP FLC Sigonella's key communicator with top leadership at the shipyard and Mount Whitney.

"Alex was our key personnel on-site participating in all meetings with ship yard and Mount Whitney leaders to mitigate any potential problems," said Van Gorp. "He gathered all information needed to discuss with the contracting team in order to find the best contracting solutions to resolve any daily issues that arose."

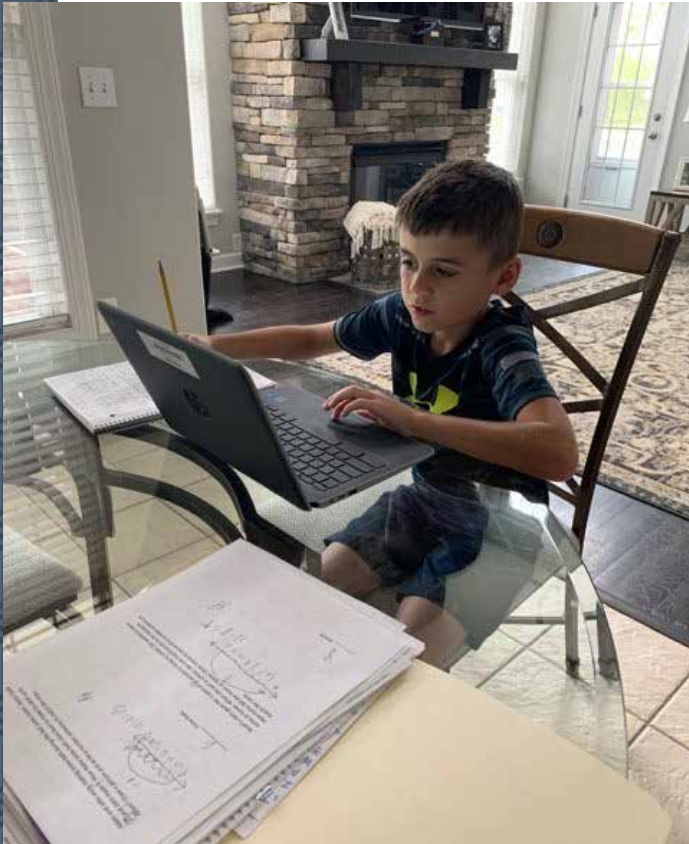
Though working remotely, Maria Di Lieto is one of NAVSUP's Italian national employees who supported negotiations and contract management.

Besides contracting services, NAVSUP's other logistics teams who supported Mount Whitney's ROH included fleet mail center and logistics support center. 🌟



Navy Exchange Service Command Working Hard to Keep Military Families Connected

By Kristine Sturkie
OFFICE OF CORPORATE COMMUNICATIONS
NAVY EXCHANGE SERVICE COMMAND



A military child uses Wi-Fi to work on a school assignment and connects with his teacher during social distancing amid the COVID-19 pandemic. –photo by NEXCOM Public Affairs

The Navy Exchange Service Command’s (NEXCOM) Telecommunications Program Office has been working diligently with its vendor-partners to upgrade Wi-Fi equipment and increase bandwidths to ensure military members and their families around the world are able to connect with their loved ones.

“We’ve been working to upgrade the internet infrastructure and increase bandwidth at Navy bases across the NEXCOM Enterprise to ensure our military members and their families have the connectivity they need, especially now when more and more people are home,” said Michelle Davis, Telecommunications Program analyst at NEXCOM. “We are constantly monitoring the internet service we offer to ensure our customers have the bandwidth they need to stream video, play games, video chat and work online.”

At Naval Support Activity Naples, Italy, and Naval Air Station Sigonella, Sicily, the bandwidth into both bases was increased and the Internet Protocol TV infrastructure was upgraded to allow customers to watch in high-definition. At Naval Support Activity Bahrain, the vendor upgraded the core network equipment and increased bandwidth capacity, improving user experience in unaccompanied housing and keeping up with the demands of online schooling at the Morale, Welfare and Recreation Child Development Center and Teen Center. Naval Station Rota, Spain, customers also saw a significant increase of the base’s bandwidth. NEXCOM’s contracted vendor also has installed all necessary equipment at Naval Support Facility Redzikowo, Poland, to turn-up as soon as Sailors begin occupying the base.

Stateside, NEXCOM’s vendor partner has also been upgrading base infrastructure to increase bandwidth in unaccompanied housing, Navy Lodges and Navy Gateway Inns and Suites. These upgrades should be finished by early 2022.

“The improvements that are being made to the Wi-Fi will greatly improve internet speeds,” said Joe Hamby, Telecommunications Program analyst at NEXCOM. “It will also give military members the option to purchase additional Wi-Fi service if they need more bandwidth to stream videos or play games online.”

In addition, NEXCOM has worked with its vendor partners around the world to ensure locations where military members on restriction of movement (ROM) orders are temporarily housed, have equipment in place so that service can be quickly established. Hamby has also been working with ships in pre or post deployment status so as Sailors are placed on ROM they will have internet access.

As the program manager for unofficial telecommunications for the U.S. Navy, NEXCOM is responsible for both ashore and afloat telecommunication services worldwide. NEXCOM’s Telecommunications Program Office will continue to upgrade the product and services it offers to military members and their families to ensure they can always stay in touch with loved ones no matter where they are stationed. 🌟

Managing the Supply Corps Officer Inventory

By Cmdr. Carrie Paben
SUPPLY CORPS OFFICER COMMUNITY MANAGER

The Navy Personnel Command (NPC) and Bureau of Naval Personnel 3 (BUPERS-3), both co-located in Millington, Tennessee, are separate organizations with unique missions, both of which are critical entities in managing the Navy’s human resources. PERS 4412 within NPC, also known as NAVSUP Office of Personnel, is responsible for detailing and setting policy governing distribution and placement.

BUPERS-3 is responsible for officer and enlisted community management for active, full time support and selective Reserve components. Community Managers are the advocate for meeting the Navy’s personnel requirements. Their roles cover planning for accessions, promotions, advancements, retention, lateral transfer, training and force shaping for community health so the Navy has the necessary personnel, with the correct

skill sets, and at the right pay grade. The Supply Corps Officer Community Manager (OCM) is the Supply Corps representative within BUPERS-31, Officer Community Management.

The OCM’s primary responsibility is managing the Supply Corps’ officer inventory and billet structure. Management of the Supply Corps community is driven by our Length of Service chart (see Figure 1).

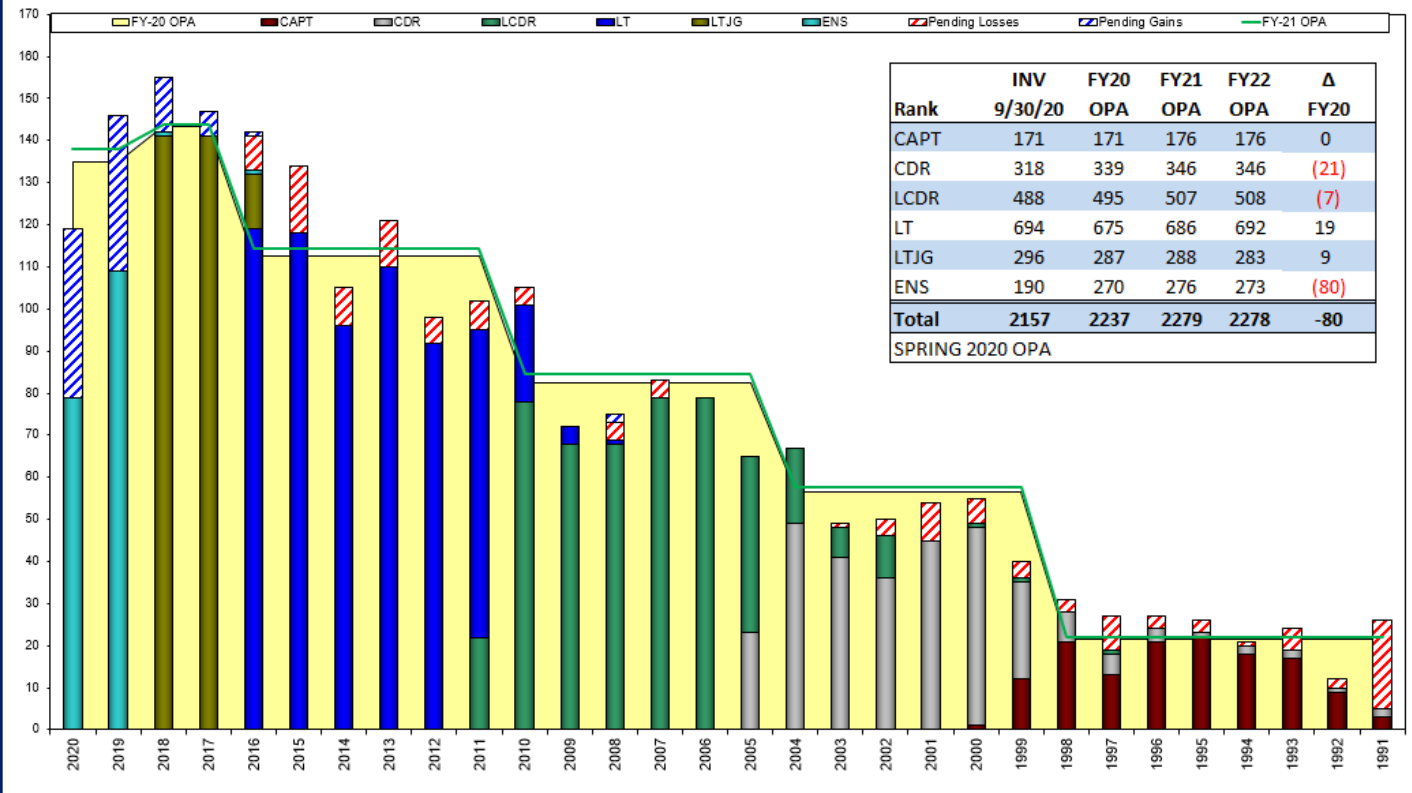
Items impacting the officer inventory are Officer Programmed Authorizations (OPA), current inventory, projected losses, and projected gains. OPA is funded and programmed billet authorizations by officer designator and grade. OPA is published twice annually (spring/fall) and includes current year and the next five years, also known as the Future Years Defense Plan (FYDP). A healthy community will have inventory aligned with

OPA. The two most important aspects of ensuring a healthy community are accession and promotion planning.

Accessions are new officers that join the Supply Corps. The Supply Corps’ accession requirement is based on the number of officers required to meet 2nd operational tour requirements. The OCM works with the OPNAV NI staff to determine the number of officers received from the various accession sources to include Officer Candidate School, United States Naval Academy and Naval Reserve Officers Training Corps programs. Due to financial constraints, the Navy cannot afford to meet every community’s accession requirement. The accession shortages are mitigated with the redesignation of officers that fail to complete their initial training via the monthly Probationary Officer Continuation and Redesignation board and officers

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Supply Corps (3100) LOS Chart



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selected at the semi-annual lateral transfer board. Once an annual accession plan is approved by OPNAV N1, the OCM will monitor the execution of the plan. Quarterly feedback is provided to OPNAV N1 to optimize the accession plan throughout the fiscal year.

Promotion planning is the means to ensure the community has sufficient inventory in each pay grade. Promotions are a function of requirements, vacancies, and promotion limitations. The requirements are defined by the community's OPA. Vacancies in each pay grade are generated by promotions, retirements, and resignations. SEC-NAVINST 1420.1B outlines the limitations of promotion flow point and opportunity. Promotion flow point is the average years of service when an officer is promoted to the next grade. Opportunity is the in-zone "possibility" of selection. The following are the promotion policy guidelines:

To Grade	Flow Point	Variance	Opportunity	Variance
O4	10 years	+/- 1 year	80 percent	+/-10 percent
O5	16 years	+/- 1 year	70 percent	+/-10 percent
O6	22 years	+/- 1 year	50 percent	+/-10 percent

Promotion planning strategy is to "promote to vacancy." The number of selections are derived from the vacancy formula:

SELECTS = OPA - (STARTING INVENTORY- PROJECTED LOSSES)

The annual promotion plan includes which officers are in zone for promotion and what the opportunity and flow point will be for the upcoming promotion selection boards. Zone sizes are determined by

using promotion opportunity to control flow point. Low opportunity rate will increase zone size, which in turn lowers flow point by bringing more junior officers into the zone. A healthy community will have flow point and opportunity at the centerline values listed above. The promotion plan is projected out through the FYDP to ensure the community will remain within the promotion guidelines.

Another key component the OCM manages is ensuring the community has officers with the required skill sets. This is accomplished by maintaining a balanced billet pyramid and ensuring there are sufficient training opportunities available. While each individual command generates billet requirements based on the workload and level of responsibility required, the OCM monitors billet change requests to ensure our billet pyramid remains balanced. The Supply Corps cannot "grow" a sufficient number of captains with significant contracting experience if there are not enough lieutenant commander billets to provide developmental opportunities. The OCM also analyzes the inventory level of officers in each subspecialty to determine how many officers need to receive post-graduate education. The combination of having a balanced billet pyramid that provides the necessary experience in each subspecialty at each pay grade and having the correct number of post-graduate quotas to train officers ensures the Supply Corps meets the Navy's personnel requirements.

Officer community management follows the same fundamentals of Supply Chain Management. Much like an inventory manager for a specific commodity, the OCM has to ensure there is a sufficient inventory of officers at the correct pay grade and skill set to meet the Navy's requirements. 🌟

Additional questions can be directed to SC_OCM.fct@navy.mil.

USS Curtis D. Wilbur (DDG 54) Supply Department Takes all Sailor of the Year Selections

By USS Curtis D. Wilbur
SUPPLY DEPARTMENT

The Supply Department aboard forward deployed warship USS Curtis D. Wilbur (DDG 54) from Yokosuka, Japan, won Blue Jacket, Junior Sailor, and Senior Sailor of the Year Selections for 2020 in a rare, but extremely deserving clean sweep across the board.

"These three outstanding Sailors exceeded all expectations year round and set the example for all to emulate in 2021," said Wilbur's Supply Officer Lt. William Burch.

One of the department's most junior Sailors, LSSN Ramiro Saldivar, hit the deck running from the day he stepped aboard. With less than a year at the command, he earned his Enlisted Surface Warfare Specialist qualification and was responsible for \$3.1 million of maintenance related requisitions to support numerous certifications and assessments resulting in the command's capability to meet operational tasking. Additionally, as a member of the "Flying Squad," he participated in scenarios across two ship's repair lockers, greatly contributing to a successful Basic Phase Training Cycle.

RS2 Jericho Artadi filled a gapped RS1 billet as S-3 Leading Petty Officer. He flawlessly led his team of five Sailors, setting the standard for Forward Deployed Naval Forces with an outstanding grade of 95.25% for the recent Supply Management Certification. Additionally, he oversaw the renovation of the ship's store, barber shop, vending machines, and the replacement of three washer and dryers with zero safety discrepancies during the ship's Selected Restricted Availability while coordinating 82 successful ship's store evolutions.

As S-2's Leading Petty Officer, CS1 Angela Peoples, led and trained 11 culinary specialists and 95 rotational food service attendants in the sanitation and food preparation of more than 900 meals on a daily basis. During the COVID-19 contingency, as the only Sailor in Supply aboard due to quarantine, she led all supply operations for the ship for 30 consecutive days and supported 91 personnel in Restriction of Movement while processing three open purchase requests for medical equipment valued over \$8,000. Her devotion and dedication to the command also earned her the 2020 United Service Organizations Gala Award.

selected for all Sailor of the Year positions. This is a very impressive accomplishment aboard a FDNF-J Ballistic Missile Defense Guided Missile Destroyer.

As challenging as 2020 was for the command and the Navy as a whole, the year proved to be a rewarding one for this supply department as they ended the year proudly. By providing outstanding supply support, food service, and ship's services for a crew of over 300 Sailors on a daily basis, Wilbur's Supply Department has proven that nothing can stop them from delivering the finest customer service in the fleet. 🌟



"It's been an absolute pleasure serving aboard Wilbur, reporting here in the midst of COVID-19, even with all the restrictions, the supply team has stood tall and it's evident in these three superstar's performances," said the Departmental Leading Chief Petty Officer, CSCS Ashley Reid-Hart.

Despite manning issues and a rigid under-way schedule for Forward Deployed Naval Forces-Japan (FDNF-J), the supply team pushed through to overcome many obstacles putting the Supply Department out in front for these three petty officers to be recognized by the truly significant achievement of being

From left to right: Lt. Burch (SUPPO), LSSN Saldivar (BJOY), RS2 Artadi (JSOY), CS1 Peoples (SSOY), and CSCS Reid-Hart (DLCPO) –photo by MC2 Benjamin Liston



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Aviation Support as an Aviation Support Division Officer

By Lt. Samuel Shorts

811 MBA STUDENT AT UNIVERSITY OF KANSAS, UNIVERSITY OF KANSAS ROTC

My first shore tour was as the Aviation Support Division (ASD) Officer at Commander, Airborne Command and Control and Logistics Wing (COMACCLOGWING). This command served as the community leadership and Immediate Superior in Charge (ISIC) for C-2 Greyhound and E-2C/D Hawkeye squadrons and Fleet Integration Teams (FTS). My role was to lead 12 civilians and 25+ logistics specialists. Alongside the NAVSUP Fleet Logistics Center (FLC) San Diego Ventura County (FLCSD-VC) team, we supported the tenant commands at Point Mugu, California. Our main customers were the four local Carrier Airborne Early Warning (VAW) squadrons, a Reserve Logistics Support (VR) squadron, a test and evaluation (VX) squadron, a drone helicopter squadron, and Fleet Readiness Center (FRC) Southwest Det Point Mugu (Level II aviation maintenance facility). In addition to the tenant commands, we also provided supply and aviation depot level repairable support to the other VAW and VRC (Fleet Logistic Support) squadrons based in Virginia and Japan and during their training evolutions CONUS and underway.

Coming off my initial sea tour as a submarine supply officer, aviation supply was a new world to me. I had to quickly grasp new terminology, figure out different computer systems, and learn a new culture that involved call signs and brown shoes. My days looked different than they did when I was a chop of a fast attack submarine, and it was exciting to learn new aspects of our Navy supply system while at the same time continuing to support our warfighters. Activity that filled my days included:

- Meeting with our ISIC maintenance team to discuss parts delays the E-2's was experiencing across the fleet

- Engaging with the Weapons School staff to discuss naval aviation supply officer (NASO) qualifications, which included getting a chance to drive the E-2 flight simulator and practice underway carrier landings
- Conducting training with my supply team on logistics specialist and supply officer career and educational opportunities
- Conducting plane walkthroughs and spot checks with squadron and ASD logistic specialists to verify depot level repairable remain in place requests
- Performing mock supply management inspection walkthroughs with my division to prepare for upcoming inspections
- Briefing COMACCLOGWING leadership (two Navy captains) on supply readiness and personnel updates
- Participating in weekly briefs with NAVSUP Weapon Systems Support (WSS) item managers, squadron maintenance teams, FRC leadership, and ISIC staff to highlight parts concerns, discuss high priority requisitions, and upcoming operations and events
- Dialoguing with our staff aeromedical team to look at acquisition methods for new hearing protection in order to help our pilots
- Engaging with department staff to ensure we were making progress on our upcoming shore-based consolidated allowance list update

In addition to learning all these facets of aviation supply and being able to pursue my NASO qualification, I had the opportunity to attend the Joint Aviation Supply and Maintenance Material Management (JASMMM) course at the Navy Supply Corps School (NSCS). It had been five years since I had been at the schoolhouse to complete the supply officer department head course, so it was an awesome chance to reconnect with the civilian staff and engage with the current cadre of instructors, which included some Basic Qualification Course classmates of mine. The JASMMM course was extremely beneficial in augmenting my aviation supply knowledge that I had acquired at my ASD position, because the training gave me the chance to dialogue and engage with CVN and LHD supply and maintenance officers. It gave me an inside view of some of the things they were struggling with and how my team at the ASD could help alleviate some of those issues.

A fellow 811 student here at the University of Kansas, Lt. Cmdr. Jeffery Bland, did a tour at ASD Oceana and described the impact of his ASD tour as “one of the most rewarding and challenging tours I have had the privilege to accomplish. During my time at ASD, I was the branch officer for both Component Control and the Supply Response Sections; which allowed me to get an in depth understanding and knowledge in all facets of aviation supply. During this time, I was able to learn from the mentorship and guidance of the ASD Oceana leadership, the Regional Supply Office leadership and the government civilian and contractor employees who had over 100 years of aviation supply experience under their belts. Every day we worked hand in hand with the maintenance teams, NAVSUP WSS and Defense Logistics Agency (DLA) aviation in order to maintain mission readiness on the flight line and throughout the fleet. It was rewarding to know that our inventory accuracy, maintenance cycle tracking and the expediting of requisitions impacted squadrons both at home and deployed. ASD prepared me for my department head afloat tour by instilling the “warfighter” first mentality and giving me an opportunity to communicate both up and down all echelons of the aviation enterprise. I will be forever thankful for the mentors I gained during my time at ASD, as it opened up a new perspective and I gained valuable experience to carry forward while supporting the warfighter.”

My aviation support experience centered around my interactions with the pilots, Aviation Maintenance officers, COMACCLOGWING staff, our supporting squadrons, NAVSUP WSS, DLA, and my team at ASD Point Mugu. Although completely different from my submarine experience, I was lucky to work with some great people during my time at ASD Point Mugu. Cmdr. Tony Robison and my civilian deputy John Miranda were instrumental in developing me as a NASO qualified supply officer and I'm thankful for their leadership and guidance. For junior supply officers (O-2/O-3) who are interested in a challenging shore duty that provides leadership experience, aviation exposure, and a chance to work with some outstanding officers, Sailors, and civilians, be sure to check out one of our many ASD opportunities.. 🌟

“Supply Corps Gallery–Service to the Fleet” of the National Museum of the United States Navy

By Retired Rear Adm. Daniel W. McKinnon Jr.

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

Last October the Director of Naval History and Heritage Command, retired Rear Adm. Samuel Cox, announced the projected opening of the new National Museum of the United States Navy for the year 2025. The news brought back many memories...

“Shoes, pair, Admiral Byrd.” These were the words I was staring at one morning in June 1973, in the storage area of the Navy Museum at the Washington Navy Yard. I was pawing through 3x5 cards on items in the museum inventory. Bud Donley, then the commanding officer of Naval Supply Corps School Athens, and his wife Mary Alice, were busy turning plans to make the new Navy Supply Corps Museum into something historic a reality. A commander on leave between duty stations, I appointed myself as museum curator. Stationary of prominence was prepared, support came from the chief, and the U.S. Navy Historian at the Smithsonian became mentor.

Now, I was sitting at a table in a warehouse trying to find artifacts that told the Navy Supply Corps story. One of our specialties was clothing and textiles. After all, we attired, maybe decked out, the Navy. Even had a master's degree program.

Following World War II, it was a Supply Corps officer with a graduate degree in textile technology that took over the Smithsonian Institution's effort to develop a U.S. Navy uniform collection. Therefore, looking for clothing artifacts seemed like a natural beginning.

Alas, it was not to be. You couldn't even tell from that grubby penciled 3x5 card if Adm. Byrd even wore those shoes, maybe they were boots, much less at the North or South Pole. Searches for artifacts were made at the Navy Museum, the Naval Academy Museum, the Smithsonian, the Navy model collection at the David Taylor Model Basin at Carderock, etc. Even the Curator of Models at the Government Patent Office tried to find the patent model of the first Navy shipboard potato peeler. No luck.

The idea was to create displays of the “functional specialties” performed by Supply Corps officers. Inventory management, transportation management, petroleum management, retail management, clothing and textile management, procurement management, financial management, food service management, automated data processing management and its cousin, systems analysis. Each specialty had a supporting graduate program, a senior officer titular head, even some had command, and all were asked to help develop a story and exhibit. It did not happen. Too tough.

Bud and Mary Alice charged on and with help of an ensign student named Linda Byrd, succeeded. What began as a Supply Corps and locally supported museum in Athens, Georgia, later under the leadership of retired Capt. Len Sapera, became a Navy supported official museum of the United States Navy with its own curator and archivist. Property and paper poured in. It was professional, a tourist attraction, and an archive of a rich past. Housed in a beautiful and historic Carnegie library on the campus of the former Georgia State Normal School, it sadly closed when our Navy Supply Corps School moved to Newport, Rhode Island in 2011.

Since that time, the Supply Corps Foundation has filled the void. Under the leadership of the Chair of the Heritage Committee, Tiffany Schad, and now Joe Spruill, exhibits and stories can be found on Navy legacy ships in several American cities and homeports. The Midway in San Diego; the Wisconsin in Norfolk; the Missouri in Pearl Harbor; the Intrepid in New York, with additional exhibits planned.

The Navy has ten official museums and some commands and locations have locally supported museums and heritage sites. Of the eight Navy staff corps, only the Civil Engineers, and their famous Seabee's, have their own museum; at Port Hueneme in California, and heritage centers in Rhode Island and Mississippi. With bulldozers, quonset huts, and pierced steel plate aircraft landing mats, there is no dearth of artifacts to tell their story.

The announcement of a new National Museum of the United States Navy pledged that the museum will, “showcase the history and heritage of all Navy communities.”

Once again, the U.S. Navy Supply Corps has the opportunity to tell its story; this time on a national stage. There can be, “The Gallery of the United States Navy Supply Corps – Service to the Fleet.”

The history of the United States Navy Supply Corps is rich in opportunity to be told. It is a narrative of leading the way in military business and logistics. Only the United States Navy Supply Corps has men and woman in uniform totally committed to the ideal of effective and efficient combat support, and who possess the interest, commitment, education, and business acumen to make it happen.

There is an obligation to tell their story. Let's do it. 🌟



Former U.S. Navy Supply Corps Museum, Athens, Georgia. The 20th century home of the Navy Supply Corps.



Chief Logistics Specialist Andre Stetz, from Poland. —photo by Mass Communication Specialist Seaman Drace Wilson

Polish Immigrant Inspired to Serve

By Mass Communication Specialist Seaman Drace Wilson

CARRIER STRIKE GROUP 11

Sept. 11 changed everything for Polish native Chief Logistics Specialist Andre Stetz who watched the Twin Towers fall 19 years ago.

In Krakow, Poland, Stetz found success working in a variety of fields, and even owned a pub at one point. He traveled as much as possible and embraced opportunities of change that life threw at him. In 1999, when a cousin invited him to visit New York City, Stetz jumped at the chance and obtained a Tourist Visa. After arrival in the United States, his cousin offered him a job for three months renovating homes in the area. It was a big decision. He couldn't speak English and he already had a lucrative managerial job back in Poland. However, Stetz had always wanted to see the country that his father, a member of the Anti-Communism Solidarity Movement, had considered to be "one that represented freedom and democracy."

"We both grew up in communism," said Stetz of his and his wife's experiences in Poland before 1989. "Our parents had suffered through communism their entire lives. When I was a child, my father would always say 'One day, the Americans are going to help' and that 'All of this communism will be over with.' It was a big deal for me to experience that freedom and the free world."

Stetz was sponsored for a Work Visa. Through watching the news and writing down and looking up words he saw around the city, Stetz began to refine his English-speaking skills. Additionally, some of his coworkers happened to be Ukrainian and Polish themselves. Interacting with his coworkers and watching TV helped immensely, too.

"I watched movies and read books. MTV was my biggest help," said Stetz. "I have been here over 20 years and I have never taken a single class on English."

Stetz traveled throughout the U.S., and said he saw the beauty of the country through road trips to Florida and California. He kept delaying his return home to Poland until finally he and his wife decided to stay in the United States permanently. His wife obtained a job in the fashion industry while he continued to renovate houses.

"This was the first time we saw democracy at work and experienced the freedoms we didn't know of as kids," said Stetz, who settled comfortably into life in the U.S. with his wife and young son.

The morning of Sept. 11, 2001 started off like any other day for Stetz. He and a colleague were driving to a renovation site when the radio caught their attention.

"We heard that a plane had crashed into the World Trade Center," said Stetz. "It was just unthinkable. No one had any idea what had caused it."

Stetz drove to an observation point to get a look at the Towers himself. He said that he remembered how beautiful and clear the sky was in contrast with the burning towers he now saw in front of him. "All I could think about was the people in the Towers, their lives, what happened and how this happened," said Stetz. "I watched the towers go down. It was unreal."

Stetz said that he was able to find his wife, who had been working in a building a few blocks away from the World Trade Center, and his son, who was still under the care of the daycare owner. They weren't able to get home until later that night.

"I was thinking about 'What happens now?' and 'Was this even real?'" said Stetz. "I thought about how I came to a city that accepted me and accepted everyone from around the world and how that was destroyed. I thought, 'What can I do; how can I make a difference?'"

Stetz decided that he could make a change by serving the nation that had welcomed him with open arms. After going through the long process of obtaining a

permanent resident or 'Green Card', Stetz joined the U.S. Navy in 2005 as a store keeper, now known as a logistics specialist. In the 15 years since, Stetz has been to the U.S. 5th Fleet area of operations on four separate deployments.

"I always look over the horizon in my life," said Stetz. "The Navy, to me, had the least number of limits. It meant traveling and being in the open water. I have this love for the sea, and I always have."

On the 19th anniversary of the attacks, Stetz was underway again in U.S. 5th Fleet, this time aboard the Arleigh Burke-class guided-missile destroyer USS Sterett (DDG 104) in the Gulf of Oman. Stetz organized a ceremony aboard to commemorate Sept. 11 and the lives lost and to share with other Sailors why he and many other service members serve in the armed forces today.

"I was crying my eyes out," said Command Master Chief Lonnie Bussell, who participated in the commemoration. "From the prayer, to the singing of the National Anthem, to the Three Gun Salute—it's inspiring to stop and remember those who

lost their lives and to think about what I would have done if I were inside one of those planes..."

It was important for Stetz to coordinate the event. He drafted the scripts and outlined the program.

"Sept. 11 to me, changed the way we live our lives. It's not only a tragedy where many lives were lost, it also made people more aware, scared and conscious of each other," said Stetz. "Something was lost...we have to make sure that it doesn't happen again."

Sterett is part of the Nimitz Carrier Strike Group and is deployed to the U.S. 5th Fleet area of operations to ensure maritime stability and security in the Central Command region, connecting the Mediterranean and Pacific through the Western Indian Ocean and three critical choke-points to the free flow of global commerce.



African American/Black History Month: Houston Native Reflects on Navy Supply Corps Service

By Thomas Zimmerman

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP BUSINESS SYSTEMS CENTER

"When I joined the Navy, I barely saw African American officers. I believe that African Americans are now making positive strides in the officer ranks," said Lt. Nana Bonsu, a Navy Supply Corps officer assigned to NAVSUP Business Systems Center (BSC) in Mechanicsburg, Pennsylvania. "We're still growing and breaking down barriers, but I feel lucky to be part of a group that is inspiring the next generation of Sailors."

African American and Black men and women have a long history of distinguished service, dating back to the colonial days before the establishment of the Navy. Each February, the Navy honors their

...continued on page 24

...continued from page 23

legacy of service, while recognizing the men and women who will secure the future for the next generation of African American and Black Sailors.

Bonsu, a Houston native, enlisted in the Navy to pay for college and see the world. From working the deck plates as a seaman to leading Sailors as a commissioned officer, he continues to lead logistics information technology solutions as a NAVSUP BSC project officer and promote positive command morale and quality of life as Command Managed Equal Opportunity Manager.

“This position has allowed me to come full circle and leverage my supply chain and logistics experience,” said Bonsu. “The diverse team at NAVSUP BSC is always working towards a common goal, and that makes it fun to come to work.”

Bonsu’s journey to NAVSUP BSC began with his enlistment as a storekeeper. Following basic and “A” school training, he served aboard the guided-missile cruiser USS Hue City (CG 66) and later aboard Military Sealift Command’s dry cargo/ammunition ship, USNS Robert E. Peary (T AKE 5). Aboard Peary, Bonsu was promoted to chief petty officer and reassigned to guided-missile frigate USS Hawes (FFG 53). There, he applied for the Seaman to Admiral-21 (STA-21) program, a highly-competitive full-time undergraduate education and commissioning program for enlisted personnel.

“My selection for STA-21 was very humbling. As an African American, it felt as if I was opening the door wider for more people like me,” said Bonsu.

After Bonsu’s STA-21 selection, he earned his Bachelor of Science degree in business management from Prairie View A&M University, a Historically Black College or University (HBCU).

According to the U.S. Department of Education, an HBCU is a higher learning institution established before 1964 with the mission of meeting the educational needs of Black students. Many of these were established after the Civil War to meet the educational needs of Black students who were unable to attend the majority of higher education institutions due to segregation.

“I could have gone to any college, but it was important to me to attend an HBCU,” he said. “I learned a lot from those educators and their life experiences that I wouldn’t have anywhere else.”

After earning his bachelor’s degree and Navy commission, he completed his division officer tour aboard the amphibious assault ship USS Kearsarge (LHD 3); and served as Aviation Support Detachment officer at Naval Air Station Oceana, where he provided aviation support to Super Hornet squadrons and 64 Fleet Readiness Center work centers before arriving at NAVSUP BSC.

As diversity and inclusion issues came to the forefront of our nation in 2020, Chief of Naval Operations Adm. Mike Gilday asked Sailors to listen, and established Task Force One Navy to

address issues of racism, sexism, destructive biases, and their impact on naval readiness.

“We must demand of each other that we treat everyone with dignity and respect. If you won’t do that, then our Navy is not the best place for you,” said Gilday in a June 2020 press release. “We are one team, and we are one Navy.”

“NAVSUP is committed to the principles of diversity, inclusiveness, and respect; these principles are integral elements of our command culture,” said Rear Adm. Peter Stamatopoulos, commander, NAVSUP. “We must constantly renew our commitment to foster an environment that appreciates individual perspectives and enhances our ability to develop effective solutions to today’s challenges. From senior leaders to frontline employees, we collectively share the responsibility to ensure diversity and inclusion are ingrained into the NAVSUP culture.”

“It means a lot to me to see that Navy leadership is taking diversity and inclusion so seriously,” said Bonsu. “They are sending a clear message that if you’re not on board with this, you are going to get left behind.”

“There was a time when seeing a Black officer on a ship, earlier in my career, was a wow moment for me because it wasn’t that common. It motivated me,” explained Bonsu. “Now it’s much more common. They helped open the door for me, and I hope that I’m able to do that and be an example for others.

“In today’s Navy, no one is going to come out and say they’re not going to promote you or put you in a certain position because you’re African American. They’ll

say things like, ‘that’s how we’ve always done it’, or ‘that’s not how we do it here.’

“I let my work speak for itself and not concern myself with what someone may think of me based on a stereotype. At the end of the day, you want the best person in the job. No matter their skin color, religion, or sexual orientation. Diversity and inclusion are key to establishing an environment of dignity and respect. We all play an important role in that.”

“As a Navy officer, it’s my responsibility to ensure everyone is treated fairly and represented equally. To retain our best and brightest Sailors and maintain our competitive edge, we must afford the same promotion and advancement opportunities to the best-qualified candidates without regard to race, color, religion, sex, or national origin,” said Bonsu.

To learn more about the legacy of African American and Black men and women in the Navy, visit <https://www.history.navy.mil/browse-by-topic/diversity/african-americans.html>.

To learn more about Task Force One Navy, visit <https://media.defense.gov/2021/Jan/26/2002570959/-1/-1/1/TASK%20FORCE%20ONE%20NAVY%20FINAL%20REPORT.PDF>. 🌟

“We must demand of each other that we treat everyone with dignity and respect. If you won’t do that, then our Navy is not the best place for you... We are one team, and we are one Navy.”

San Diego’s Navy Retail Services Specialists Embrace New Role as Postal Technicians

By Katesha Washington

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SAN DIEGO



RS1 Maurice Kelley, a retail services specialist who recently arrived to NAVSUP FLC San Diego’s Regional Navy Mail Center, sorts incoming mail. –photo by Katesha Washington

NAVSUP Fleet Logistics Center (FLC) San Diego recently welcomed its first two retail services specialists to the Regional Navy Mail Center as part of a Navy-wide plan to provide Sailors with better advancement opportunities.

Petty Officer 1st Class Maurice Kelley and Petty Officer 1st Class Juan Quiroz, both retail services specialists with NAVSUP FLC San Diego, joined the command last fall and began training to become postal technicians. Their arrival to the regional navy mail center (RNMC) marks the beginning of a major overhaul in the Navy’s realignment of ratings that will progressively remove logistics specialists from postal billets and replace them with retail services specialists.

The purpose of the realignment is to modernize and enhance supply enlisted Sailors’ professional development.

As outlined in a NAVSUP memo released in early 2020, the “implementation of RS detailing to NAVSUP postal billets will commence in early CY2020 aligning with projected rotation dates of incumbent Sailors. This will be a deliberate transition allowing Navy to increase its cadre of RS Sailors to meet growing demand. All shore postal billets are expected to transition within three years.”

Since the retail services specialists rating was at one point, the smallest supply enlisted rating in the Navy, the change will now provide more opportunities for promotion of Sailors between the E-4 and E-6 ranks. More promotions equates to an increase in the number of retail services specialists, a positive step in the right direction says RS1 Kelley, one of the more senior RS petty officers with 12 years of service.

“When I found out about this realignment, I was ecstatic,” Kelley stated. “In the past, Sailors in my job field didn’t have a lot of shore duty experience so this change opens things up for our rate as far as advancements.”

Prior to his promotion to petty officer first class, Kelley had been an E-5 for three years, and at his current rank for six years. Now, he looks forward to the possibility of being advanced to chief petty officer faster than previously expected.

“This change to our rating will give me a great chance to make chief, so it is a very welcomed transition,” Kelley explained.

RS1 Quiroz has been in the Navy for 14 years, and says that although there has been a steep learning curve as a new postal technician, he embraces the challenge.

“It’s been very rewarding working with civilians and Sailors who’ve been teaching us the processes and systems in place for the mail facility. They are truly experts in their job field, and have really embraced us as we’ve tried to learn as much as possible in the short time we’ve been here,” Quiroz said. “It’s been a great experience so far.”

According to Robert Shaw, NAVSUP FLC San Diego’s director of Postal Operations, “any trepidations with the realignment were soon allayed by the incoming retail services specialists’ enthusiasm and willingness to learn. The RS rating is extremely customer service focused, which aligns perfectly with what we do at the RNMC day in and day out, and benefits all the commands we service.”

Quiroz and Kelley will be joined by more retail services specialists at the RNMC over the next several months, in order to be fully staffed as required. 🌟

Navy Reserve Sailor Plays Critical Role in Supporting Diesel-Electric Submarine Initiative

By Jessica McClanahan

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER JACKSONVILLE

Below: Lt. Matthew McGuire (RAN) and Lt. Reginald Caldwell speak with an officer from the Peruvian submarine BAP Pisagua (SS-33) at Naval Station Mayport.

Pisagua is participating in exercises and training as part of the Diesel-Electric Submarine Initiative, now in its 20th year.

On a brisk, sunny February afternoon in northern Florida, Logistics Specialist 1st Class Darrell Moore is waiting for a call. Standing among office cubicles at the Naval Supply Systems Command's Fleet Logistics Center (NAVSUP FLC) Jacksonville, Moore holds two phones—one, a personal smart phone and the other, a well-worn, standard issue flip phone. The flip phone holds his focus as, at any moment, he expects it to come alive, alerting him to the imminent return of crew members from a visiting foreign submarine.

This isn't Moore's first time coordinating a submarine crew caravan, in fact, it's his seventh. Since 2013, Moore, from Tampa, Florida, has been a fixture of the international submarine exercise Navy Diesel-Electric Submarine Initiative (DESI), now in its 20th year. His job as a Reserve Sailor assigned to the NAVSUP FLC's Jacksonville Logistics Support Center (LSC), is to act on behalf of Commander, Submarine Force Atlantic (COMSUBLANT) as the primary liaison between foreign Shore Detachment Officers (SDO) and the shore-based resources they depend on. Requirements may range from repair parts, basic supplies, contracted maintenance, fuel, provisions, and galley meals, to hotels, medical care and transportation.

DESI, established by U.S. Fleet Forces Command in 2001, brings together foreign allied forces and various U.S. Navy units for several months of training each year. The aim of the exercise is to support the diesel-electric submarine operations of South American partner nations through simulated warfare and other training processes. For decades, the initiative has helped the U.S. build capacity with South American maritime allies such as Peru, Chile and Colombia.

"My role is to be a conduit for the foreign navies to communicate, operate and execute their requirements ashore so that they can continue with their training at sea for the few months that they are here," said Moore. "It allows me the opportunity to apply the technical aspects of my job as a logistics specialist and actually do the work that an LS would do; which is kind of hard to do when you are in a Reserve unit just training to be ready to be recalled. So, to be on the deck plates—to work every day in my job rating—it's rewarding to me to resolve issues and act as a sort of project manager and to build cross-cultural relationships with foreign personnel."

A rural mail carrier for the United States Postal Service in his civilian career since 1996, Moore entered the Navy Reserve in 1999 and, for eleven of those years, was

attached to a cargo battalion out of Blount Island, Florida. Through years of hands-on work experience and a couple of deployments, Moore credits his first assignment with building him into a well-rounded Sailor.

"That experience, even though it was basically boatswain's mate work and I was a logistics specialist," Moore said with a laugh, "gave me the experience of working hands-on and learning the job. I had a chief boatswain's mate there who used to say, 'An LS is nothin' but a boatswain's mate with a pen.' I learned to get the job done and move on. In 2013, I started with DESI and have participated almost every year since."

Each day brings something new for the veteran LS. On this afternoon, Moore is scheduled to assist with pier access for foreign crewmembers who have been shopping for provisions out in town.

As Moore continues to await the call, he updates his logistics support officer, Lt. Matthew McGuire, who is seated in another cubicle, flanked by a large Royal Australian Ensign hanging on the wall. McGuire, a Royal Australian Navy Foreign Exchange Officer from Adelaide, has spent the last two years in his current position—responsible for the team's military and civilian logisticians who routinely provide support to ships at Naval Station Mayport, a short drive from the office in Jacksonville.

McGuire serves as the LSC's resource contact point for Moore's DESI related tasks.

The LSC has established the necessary contacts within Mayport, Florida," McGuire said. "We assist LS Moore by facilitating access to those resources. He also uses our knowledge of local processes and requirements. Along with this, he can access all of the infrastructure that LSC or even FLC Jacksonville has at our disposal allowing him to meet any and all mission requirements."

Building and maintaining relationships is a major component of the team's success; which is illustrated when Moore's phone finally rings—It's the Peruvian navy, but not the call he has been expecting. He is invited to a small lunchtime gathering in the Peruvian wardroom, hosted by the U.S. Navy helicopter squadron they have just completed training with. COVID-19 has curtailed much of the socialization they had been able to enjoy in years past. This socially distanced exchange of smiles and traditional Peruvian food is a rare opportunity offered to Moore in a gesture of hospitality.

After brief remarks from each unit's commanding officer, the Peruvian submarine commander walks directly to Moore and offers a friendly fist bump and an obvious smile under his mask. The two men have worked together in years past and the sight of a familiar face is clearly a welcome one. Moore is also readily greeted by the unit's shore detachment officer, Lt. Cmdr. La Rosa, who was the voice on the other end of the phone, inviting him to the gathering.

Just then, Moore finally gets the call he's been anticipating. He agrees to come back later to enjoy the buffet style lunch and pick up La Rosa for his next engagement. This juggling of tasks, timing and responsibilities requires a calm and organized mind—something Moore readily exhibits.

Finally, the other submarine's crew members arrive back at the LSC—later than projected—with two rental vans full of produce and dry goods. Pier access is highly controlled and only approved and inspected vehicles are able to drive pier side for deliveries to the ships and boats. For this reason, and without hesitation, Moore assists the team in transferring provisions from the vans to the government vehicle.

It is at this point that Moore pulls out his second phone in order to activate a voice translation application. Most of the foreign Navy visitors are quite fluent in English, but Moore has been able to quickly communicate with Spanish speaking crewmembers when he needs to, thanks to digital translation tools.

They agree on a course of action for loading and unloading, but Moore's schedule is tight. McGuire and other Reserve members from the LSC pitch in to get the job done quickly. Another Reserve Sailor drives the government van as Moore follows in another vehicle to the pier. After unloading, he quickly gets back to La Rosa to escort him and local guests back to the pier for a tour of the Peruvian submarine, BAP Pisagua (SS 33).

While Moore is gone and the van returns for a second load, McGuire and the Reservists have a few moments to meet and speak with a young Peruvian officer standing duty on the pier. Their three distinctly different uniforms set against the Mayport waterfront display a vivid reminder of the international and cooperative nature of DESI and their shared naval service.

At the end of the day, after the last tasks are marked off of Moore's to-do list, he thinks

back on the journey to the end of another busy day on orders supporting the DESI program

"My first deployment in 2013, supporting the Brazilian Navy, was probably my most exciting because I was learning how to do my job," Moore said. "There was a little trial and error, but I had the support of the LSC team at Mayport to assist me with a few things. Overall, I was able to get everything done that was required or requested, and that felt like a success. When no one is complaining, you know you've done your job."

The friendships he's built over the year stand out as one of his favorite parts of the program. "When they have good exercises and everyone comes back feeling good—they feel comfortable talking with you," he said. "I just enjoy meeting with the visiting Sailors and building friendships—some that continue from year to year."

Nearing the end of his career, Moore is currently awaiting approval to extend his service. With retirement getting closer, this year may be his last supporting the submariners who travel from South America to participate in DESI, but his contributions will be felt for years to come. For the Navy Reserve Sailors who will follow him, Moore has been gradually building and updating a turnover binder filled with local contacts and insights gained to ease the learning curve a bit.

When asked what he will say to his future relief, Moore stops and considers the question for a long moment before answering.

"Be humble, be respectful, follow Navy traditions, and communicate up and down the chain," Moore said. "You can never know everything, so if you aren't sure about something, go find out. Also, use any down-time to shadow and learn from the active duty Sailors at the LSC. They mentored me and worked with me to earn my Master LSR (Logistics Support Representative) certification, and taught me a lot about what it means to be an LS."

Moore offers one last bit of advice to all Navy Reserve Sailors, "Find some way to serve in an active duty capacity—there is nothing like learning on the job and working in your rate day in and day out. My work with DESI is one chapter of my time in service that I am really proud of and will never forget." ●





Day in the Life

Step into the world of a Supply Officer in the U.S. Navy working to ensure Navy SEAL teams on the East Coast are ready for operational deployments in this new video titled “Day in the Life: A Naval Special Warfare Supply Officer.” The video is available to watch on YouTube at the following link: https://youtu.be/zoXuv_uq3wY. Email navsuphqquestions@navy.mil to receive the video's transcript.



USS Nimitz (CVN 68) Supply Officers with Chief Naval Officer Adm. Michael Gilday during his visit in February prior to the ship's arrival in San Diego, California after completion of Nimitz' 2020 deployment.

Back row from left to right: Lt. Nate Nusz (S8 DIVO), Lt. Josh Martin (S6 DIVO), CW02 JerryBob Enconmienda FSO), Lt. Cmdr. Mark Toner (PAL), and Lt. Cmdr. Jasaan Montgomery (PAS). *Front row from left to right:* Cmdr. Tim Freeman (SUPPO), Adm. Michael Gilday (CNO), and Lt. Cmdr. Cliff Rivera (ASUPPO). –photo by LSCM Stephanie Tuttle, USS Nimitz Supply Department DLCPO

USS Makin Island (LHD 8) Supply Department Earns the 2020 Logistics Management Excellence Award

By Ens. Aaron Brown
USS MAKIN ISLAND

The first ones through the wall are always the bloodiest.

This saying rings especially true with USS Makin Island's (LHD 8) Supply Department and their 2020-2021 deployment. “This deployment has been a lot more challenging from my past ones due to the COVID pandemic,” said Cmdr. Edelio Joloya, Makin Island's supply officer. “Because of the current environment, we had to re-think and adjust the current business model in order to maintain our material readiness while also protecting Sailors.”

While COVID-19 collectively threw naval units this powerful curveball, it did not stop Makin Island's supply team from sustaining a superior level of performance, earning them the 2020 Logistics Management Excellence Award.

Considering the COVID-19 landscape, this accomplishment was made possible by changing many of the basic procedures for how supply prepared and managed logistics for deployment.

“First, we changed our pre-deployment preparation, which is a crucial stage because this is the period when we start a series of stores on-loads to include cargo, provisions, and ship's store items,” said Joloya. “To ensure we load all material on time and safely, we developed a concept that allowed us to have the right amount of personnel to be onboard while minimizing close contact and risk to exposure.”

Proper communication played an crucial role; whether personnel were in a restriction of movement status, off ship due to minimal manning restrictions, or on pre-deployment leave. The department coordinated pre-deployment evolutions over social distance, text message, email, and phone call. Once underway, the challenges continued due to the ship maintaining COVID-19 mitigations. Social distancing on the mess decks, restricted capacity inside the ship's store, extended meal hours, loading pallets from replenishments-at-sea, and proper medical waste disposal were all new challenges. The mess decks capacities were cut, spacious ship's store pop-up locations were erected, newly received pallets were sanitized, and medical waste was sealed and strategically coordinated off-ship – all in a day's work.



Perhaps the greatest challenge to Sailor's and Marine's mental health and quality of life was almost completely eliminating port visits.

“COVID prevented us from having regular port visits which, from my standpoint, had some level of effect to crew morale,” said Joloya. “As one of the biggest organizations onboard, our team was able to maintain our focus through proactive communication, information sharing, and constant education among personnel regarding current operations, the importance of what we do, and how we affect operational success. Additionally, we employed flexible hours, as schedule allowed, to let our Sailors and Marines have their personal time to study, PT, or just socialize with peers.”

Makin Island is currently deployed to the U.S. 5th Fleet area of operations and has conducted naval operations in U.S. 6th Fleet, 7th Fleet, and 3rd Fleet since deploying in the fall of 2020. 🌟

USS Makin Island's (LHD 8) Supply Department forms an “E” to celebrate being awarded the Blue “E” award. Makin Island's Supply Department is always leaning forward in providing quality service to the crew while deployed to the 5th Fleet Area of Responsibility.

Front row middle: Supply Officer Cmdr. Edelio Joloya; *Front row to the right of Cmdr. Joloya:* Assistant Supply Officer Lt. Cmdr. Ray Golden; *Front row to the left Cmdr. Joloya:* CSCM Dendee Caniban. –photo by MC2 Jacob Bergh



From left to right: Lt. Cmdr. Bryan Pace, Lt.j.g. William Kruger, Lt. Cmdr. Dan Hinkley, Lt. Andrew Small, CWO3 Larry Lovell, Lt. j.g. John Castillo, Cmdr. Andy Henwood, Lt. j.g. Whitney Ward, Lt. Tyler Vaughan, Lt. Cmdr. Carl Pennycooke, Lt. Cmdr. Jamie Steffensmeier, Lt. j.g. Jaime Miles



From left to right: Cmdr. Andy Henwood, Capt. Paul Campagna, LSCM Guill Reyes, CSSR Anrina Kham-sombath, CS2 Chenyu Tsui, Capt. Matthew Kiser

Dwight D. Eisenhower Supply Officers Celebrate the Supply Corps' 226th Birthday

By Lt. Cmdr. Carl Pennycooke

ASSISTANT SUPPLY OFFICER,
USS DWIGHT D. EISENHOWER

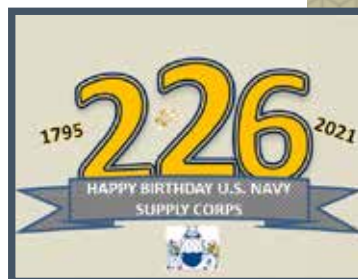
USS Dwight. D. Eisenhower (CVN 69) is currently on the second leg of back-to-back deployments and despite the fact that COVID-19 pandemic limits the ability to perform certain functions, Eisenhower's Supply Department took the opportunity on Feb. 23 to celebrate the Supply Corps' 226th birthday.

Eisenhower returned from the first leg of its back to back deployments in August 2020 after sustaining a historic 206 consecutive days at sea without a port visit, and is currently deployed again to conduct the nation's bidding.

According to Eisenhower's Supply Officer, Cmdr. Andy Henwood, "Eisenhower's supply team is truly living up to the Supply Corps' motto of being 'Ready for Sea' and the longstanding role of sustaining warfighting. Over the past 24 months, Eisenhower has spent 75% of its time at sea or forward deployed. There is no better place to celebrate the Supply Corps Birthday than at sea and I am extremely proud of the resiliency and toughness our supply team has shown in the face of these numerous challenges."

Eisenhower's successes could not have been achieved without the enlisted men and women who are with us in the fight every day; our logistics, culinary, personnel, and retail services specialists. We have an exceptionally talented supply team aboard, with members who are ready, resourceful and enormously responsive, who are "Ready for Sea" to fight and win tonight.

Tench Francis Jr., appointed by President George Washington as the first Purveyor of Public Supplies and thereby giving rise to the Supply Corps, would be proud, knowing that through hard work, agility, innovation, teamwork and accepting and overcoming challenges, the Supply Corps is still the gold standard since its inception in 1795. The supply team aboard is proud to be a part of such a rich history, and wholeheartedly joins the many logisticians around the globe supporting various naval and Joint operations and wish the Supply Corps a happy 226th birthday. 🌟



Southwest Asia Celebrates Supply Corps' Birthday

Active duty, selective Reserves, and full time support elements of the Supply Corps community celebrate the 226th birthday of the Supply Corps.

226th Supply Corps birthday celebration cupcake cake with mask.

Cupcake Cutting Ceremony:
Youngest officer present: Lt. j.g. Matthew Levert, NAVSUP FLC Bahrain; Chapter President: Cmdr. Jeretta "Jetta" Dillon, DLA Distribution Bahrain; Wisest officer present: Capt. David E. Smith, USNAVCENT N4/ –photos by Kambra Blackmon, NAVSUP FLC Bahrain Public Affairs Officer



The Joint Staff hosted Rear Adm. Pete Stamatopoulos in March and had the opportunity to commemorate the Supply Corps Birthday with a cake cutting.

Rear Adm. Pete Stamatopoulos; CWO2 Ronny Barrio, officer in charge of the Joint Chiefs of Staff Dining Room; Lt. Phil Reilly, Joint Operational Logistics intern and youngest Supply Corps officer; and Maj. Gen. David Maxwell, vice director for Logistics, The Joint Staff



The Supply Corps team aboard USS George H. W. Bush (CVN 77) celebrates the Supply Corps' 226th Birthday. The team celebrated the event with a cake cutting ceremony.

From left to right: CWO3 Donnie Townsend; Lt. Cmdr. Shannon Percival; Ens. Donnie Gallardo; Lt. j. g. Melissa Howard; Lt. j. g. Parker Wade; Cmdr. Anthony Bannister; Supply Officer Capt. Robert Aguilar; Commanding Officer Capt. Nick DeLeo; Executive Officer Lt. Neal Greenlund; Ens. Christine Quizon; Lt. Ismail Tajudeen; Lt. Cmdr. Dave Stonecipher; and Lt. Cmdr. Dave Hill. –photo by MC3 Ryan Pitt, USS George H. W. Bush Public Affairs



REAR ADM. JOHN PHILLIP POLOWCZYK
34 years – December 1, 2020

CAPT. BERNARD D. KNOX
37 years – December 1, 2020

CAPT. EDWARD T. BUTZIRUS
30 years – December 1, 2020

CAPT. MARK K. HARRIS
32 years – December 1, 2020

CAPT. JONATHAN B. HAYNES
29 years – December 1, 2020

CMDR. JOSEPH C. PESTAR JR.
21 years – December 1, 2020

CMDR. MICHAEL P. YUNKER
21 years – December 1, 2020

CMDR. LEOPOLDO OCHOA JR.
21 years – December 1, 2020

LT. CMDR. MICHAEL D. RUMINSKI
21 years – December 1, 2020

CAPT. KYLE P. LUKSOVSKY
30 years – January 1, 2021

CMDR. JAMES R. MATTHEWS
32 years – January 1, 2021

CMDR. KEITH A. APPLGATE
28 years – January 1, 2021

LT. CMDR. HELENA M. ATKINS
20 years – January 1, 2021

LT. CMDR. FRANZ J. YU
26 years – January 1, 2021

LT. CMDR. CHIN Y. CHOE
21 years – January 1, 2021

CAPT. PATRICK A. BURSON
29 years – March 1, 2021

CAPT. JOSE L. FELIZ
27 years – March 1, 2021

CAPT. CHRISTOPHER D. PARKER
30 years – March 1, 2021

CAPT. JOHN D. SORACCO
30 years – March 1, 2021

CMDR. MICHELE M. LAPORTE
33 years – March 1, 2021

CMDR. JOEL P. PITEL
24 years – March 1, 2021

CMDR. ANDRE T. SADOWSKI
33 years – March 1, 2021

LT. GLENN T. GRAY JR.
21 years – March 1, 2021

This is a correction to an inaccurate retirement listing from the January/February 2017 issue of the newsletter.

CMDR. TYONIA S. BURNS
29 years – December 1, 2015



Ret. Capt. Dale R. Mummert

Retired Capt. Dale Mummert, SC, USN, 88, passed away on December 19, 2020. Mummert retired from the Navy after 29 years of service while serving as Force Supply Office at Naval Air Force, U.S. Pacific Fleet, San Diego, California. He received his bachelor's degree from Miami University and his master's degree from the Air Force Institute of Technology. Duty assignments include: USS Marias (AO 57); Naval Weapons Plant, Washington, D.C.; Naval Supply Depot, Subic Bay, Philippines; Naval Air Station, Norfolk, Virginia; Supply Officer, USS Newport News (CA 148); Staff, Commander Service Force, U.S. Atlantic Fleet; Office of the Joint Chiefs of Staff, Washington, D.C.; and Supply Officer, USS Midway (CVA 41).

Ret. Capt. John F. Hamilton

Retired Capt. John F. Hamilton, SC, USN, 87, passed away on January 21, 2021. Hamilton retired from the Navy after 27 years of service while serving as Commanding Officer, Fleet Accounting and Disbursing Center, U.S. Atlantic Fleet. He received his bachelor's degree from the University of Notre Dame and his master's degree from Harvard University. Duty assignments include: USS Midway (CVA 41); Supply Officer, USS Burton Island (AGB 1); Naval Ammunition Depot Shumaker, Camden, AR; Supply Officer, U.S. Naval Station, Bermuda; Navy Ships Parts Control Center, Mechanicsburg, Pennsylvania; Naval Supply Systems Command, Washington, D.C.; Naval Communications Command; and Norfolk Naval Shipyard, Portsmouth, Virginia.

Ret. Capt. Gary A. Mastrandrea

Retired Capt. Gary A. Mastrandrea, SC, USN, 81, passed away on February 11, 2021. Mastrandrea retired from the Navy after 24 years of service while serving at the Navy Resale and Services Support Office Field Support Office in Mechanicsburg, Pennsylvania. He received his bachelor's degree from San Jose State College and his master's degree from the University of Michigan. Duty assignments include: Ships Parts Control Center, Mechanicsburg, Pennsylvania; Naval Supply Center, Charleston, South Carolina; USS New Orleans (LPH 11); Naval Supply Systems Command, Washington, D.C.; Naval Supply Center, San Diego, California; U.S. Naval Supply Depot, Yokosuka, Japan; Electronics Supply Officer, Great Lakes, Illinois; Naval Supply Center, San Diego, California; and USS Perkins (DD 877).



Rear Admiral Andrew Anthony Giordano, SC, USN

COMMANDER, NAVAL SUPPLY SYSTEMS
COMMAND AND CHIEF OF SUPPLY CORPS
1981-1984



It's with a heavy heart that I inform you of the passing of Rear Admiral Andrew A. Giordano, SC, USN (Ret.), age 88, on April 22, 2021. RADM Giordano retired from the Navy after 31 years of active service, while serving as commander, Naval Supply Systems Command (NAVSUP), and 34th Chief of Supply Corps from June 1981 to March 28, 1984.

Born in Clifton, New Jersey, he was graduated cum laude from the School of Business, College of the City of New York, in 1953 and was commissioned ensign within a year.

After graduation from the Navy Supply Corps School, he was assigned as supply officer aboard the icebreaker, USS Edisto (AGB 2), and then aboard the radar picket ship, USS Otterstetter (DER 244). After completing a tour as an instructor at Navy Supply Corps School, Athens, Georgia, he entered the Harvard Graduate School of Business where he earned a Master of Business Administration with distinction in 1962.

Following a three-year tour of duty at Naval Supply Depot, Yokosuka, Japan, and instruction at the Naval War College, Cmdr. Giordano was assigned as executive assistant to Commander, Naval Supply Systems Command, and Chief of Supply Corps. He then became the supply officer on USS Kitty Hawk (CVA 63) during that ship's 1968-69 Vietnam combat deployment, and in 1970, he became assistant force supply officer, Commander, Naval Air Forces, Pacific Fleet. In 1972, Capt. Giordano was assigned as operations officer, Aviation Supply Office, Philadelphia, and, in 1974, was designated as the first deputy commander for financial management/comptroller, NAVSUP.

In May 1977, as a newly selected Rear Admiral, he was assigned as director, materiel division on the staff of the deputy chief of naval operations (logistics), and in August 1980, he assumed duty as the vice commander, NAVSUP.

His personal commendations include the Navy Distinguished Service Medal, Legion of Merit (Gold Star in lieu of Second Award), Meritorious Service Medal (Gold Star in lieu of Second Award), Navy Commendation Medal (Gold Star in lieu of Second Award), Navy Achievement Medal, Navy Unit Commendation Ribbon, National Defense Service Medal (Bronze Star), Armed Forces Expeditionary Medal, Republic of Vietnam Campaign Medal, the Gallantry Cross with Palm, and Vietnam Service Medal.

RADM Giordano was an exceptional officer, husband, father, and shipmate who will be greatly missed. Please keep the Giordano family in your thoughts.

P.G. STAMATOPOULOS
RADM, SC, USN

From Rear Adm. Giordano's Family and Friends

Rear Admiral Andrew A. Giordano, 88, passed away peacefully on April 22, 2021 at the Greenspring retirement community in Springfield, Virginia, a Washington, DC suburb. Admiral Giordano retired from the Navy on March 28, 1984, after 31 years of active service and while serving since June 1981 as Commander, Naval Supply Systems Command (NAVSUP) and 34th Chief of Supply Corps.

Born in Clifton, New Jersey, he graduated cum laude from the School of Business, College of the City of New York, in 1953, and was commissioned Ensign within a year. After graduation from the Navy Supply Corps School (NSCS), he was assigned as supply officer aboard USS Edisto (AGB 2), and then aboard the USS Otterstetter (DER 244). After completing a tour as an instructor at NSCS Athens, Georgia, he entered the Harvard Graduate School of Business where he earned a Master of Business Administration with distinction in 1962.

Following a three-year tour of duty at Naval Supply Depot, Yokosuka, Japan, and instruction at the Naval War College, then-Commander Giordano was assigned as executive assistant to Commander, NAVSUP and Chief of Supply Corps. He then became the supply officer on USS Kitty Hawk (CVA 63) during that ship's 1968-69 Vietnam combat deployment, and in 1970 he became assistant force supply officer, Commander, Naval Air Forces, Pacific Fleet. In 1972, Captain Giordano was assigned as operations officer, Aviation Supply Office, Philadelphia, and in 1974 was designated as the first deputy commander for financial management/comptroller at NAVSUP.

In May 1977, as a newly selected Rear Admiral, he was assigned as director, materiel division on the staff of the Deputy Chief of Naval Operations (Logistics). It was in

this role that Admiral Giordano earned lasting distinction as the architect of a highly innovative, congressionally approved financial management initiative which utilized the Navy Working Capital Fund for the financing of procurement and repair of high value readiness-critical aviation repair parts. Before this initiative, procurement and repair were financed through separate appropriations with entirely different funding streams, long budgeting lead times and very little abil-

changed. As a direct result, fleet aviation readiness soared to unprecedented levels. This success firmly established Rear Admiral Giordano's reputation as the "Go To" expert in Navy logistics and financial management. This and his many additional readiness-oriented enhancements while serving at flag rank have stood the test of time for decades.

As a result of his dedicated career-long focus on improved fleet support and effective resource management, his personal commendations include the Navy Distinguished Service Medal, Legion of Merit (Gold Star in lieu of Second Award), Meritorious Service Medal (Gold Star in lieu of Second Award), Navy Commendation Medal (Gold Star in lieu of Second Award), Navy Achievement Medal, Navy Unit Commendation Ribbon, National Defense Service Medal (Bronze Star), Armed Forces Expeditionary Medal, Republic of Vietnam Campaign Medal, the Gallantry Cross with Palm, and Vietnam Service Medal.

After retiring from the Navy, Admiral Giordano served in senior executive roles with numerous public companies--including Chairman of the Board of Joseph A. Bank Clothiers, Inc. He also served on several significant Navy boards and with key Navy-related foundations. He continued to mentor active-duty officers and remained a dynamic part of the Supply Corps community. In recognition of his lasting

impact, the Navy Supply Corps Foundation honored him with its prestigious Lifetime Achievement Award--given annually to an exceptional individual who has served with honor in the Supply Corps and whose uniquely enduring contributions to the Navy and the Nation have brought especially valuable benefits to the lives of others.

Rear Admiral Giordano is survived by his wife, Felice, his sons, Andrew Jr. and Dean, his daughter Catherine, and eight grandchildren.



ity to rebalance funding between procurement and repair as fleet needs changed. This resulted in imbalanced under-funding and significantly delayed procurement and repair of these critical assets, which caused undue degradation of fleet readiness and a waste of related resources. Admiral Giordano conceived and implemented an innovative way to use the advance procurement authority inherent in the Navy Working Capital Fund. This resulted in radically improved funding and allowed real-time rebalancing of procurement and repair resources as fleet needs

Navy Supply Corps School Certifies 51 Students ‘Ready for Sea’

By Blake Fountain

TRAINING SPECIALIST, NAVY SUPPLY CORPS SCHOOL

On December 11, 2020, Navy Supply Corps School (NSCS) Commanding Officer Capt. Mike York certified 51 students of the Basic Qualification Course (BQC) 4th Battalion “Foxtrot” and “Golf” Companies “Ready for Sea” at a graduation ceremony held at the NSCS Wheeler Center.

Fourth Battalion students arrived in Newport in July 2020, beginning their initial Supply Corps training in the middle of the coronavirus pandemic. Throughout the next five months, students encountered virtual instruction, in-person instruction, and a blend of the two, utilizing the “bubble” concept to minimize any potential exposure. Staff and student safety was, and remains, NSCS’ number one priority. This necessitated a graduation ceremony with limited personnel. Although family members could not be physically present, NSCS hosted its first Facebook “live” ceremony to a private group of family members and staff.

The supply community is built and sustained through its extensive history and strong personal connections, and these traditions and connections, although virtual, are crucial to maintain through this new normal of physical distancing. Rear Adm. Matt Ott, executive director, Operational Contract Support Office of the Under Secretary of Defense for Acquisition and Sustainment, provided virtual remarks as the ceremony’s guest speaker.

The top graduates in each curriculum were recognized with professionalism awards. Lt. j.g. Alyssa Chang was the BQC 4th Battalion Honor Graduate.

Awards

Lt. j.g. Alyssa Chang: Honor Graduate
Food Service Excellence Award

Lt. Candis Alford
Navy Supply Corps Foundation Leadership Award,
Leadership Management Excellence Award

Ens. Kyle Smith
Navy Supply Corps Foundation Leadership Award,
Navy League Honor Courage and Commitment Award

Lt. j.g. Babatunde Olaoeye
Military Officers Association of America
Professionalism Award

Lt. j.g. Madeline Ostrowski
Defense Finance and Accounting Service Excellence Award

Lt. j.g. Aine Mangan
Navy Exchange Service Command Ship’s Store Award,
Supply Management Excellence Award



Top photo: Navy Supply Corps School Commanding Officer, Capt. Mike York salutes the ensigns during a closed ceremony at the Wheeler Center. —photos by Lt. j.g. Alyssa Viscomi, Navy Supply Corps School instructor

Bottom photo: Navy Supply Corps School Commanding Officer, Capt. Mike York, presents the honor graduate, Lt. j.g. Alyssa Chang, a sword on behalf of the National Industries for the Blind.

Interview with Navy Supply Corps School Instructor and Limited Duty Officer Lt. Sherwin Shepherd

By Navy Supply Corps School Public Affairs

Please briefly describe your naval service, highlighting essential tours.

My Navy career began as an undesignated seaman aboard USS Ogden (LPD 5), stationed in San Diego, California. After two years in the deck department, I struck into the ship’s serviceman rating. I would later advance to petty officer second class before heading off to Navy Recruiting District (NRD) New York for hometown recruiting duty. While stationed at NRD New York, I was meritoriously advanced to petty officer first class and qualified as a

recruiter-in-charge. That tour provided me with some essential leadership and organizational skills that left me feeling prepared to assume my next role as a leading petty officer of the Retail and Services division aboard USS Jason Dunham (DDG 109), stationed in Norfolk, Virginia.

I earned anchors while on that ship, and three years later, I was commissioned as a supply limited duty officer (LDO). After graduating from the Basic Qualification Course in November 2015, I was off to my first officer billet at NAVSUP Fleet Logistic Center Sigonella Site,

Souda Bay. I served as the assistant supply officer, providing support to ships operating in the Sixth Fleet area of responsibility. My division officer tour was on USS Abraham Lincoln (CVN 72), stationed in Norfolk, Virginia.

Why did you choose the LDO path, and did you have any mentors who helped you become a Supply Corps officer?

An enlisted sailor has several paths and eligibility requirements to earn a commission as an officer. The LDO/chief warrant officer is the only

...continued on page 38



Lt. Sherwin Shepherd, Retail Operations instructor, trains Basic Qualification Course students in the maintenance and operation of retail vending machines.

...continued from page 37

commissioning source that allows a first class or chief petty officer to earn a commission without possessing a bachelor's degree. At that time in my career, I was still taking college courses. I had too many mentors and Sailors who have guided and helped me in my career for me to list. However, I must admit that I would not be here today as an officer if it were not for them. My first interaction with a "Mustang," [a formerly enlisted officer] was my department head back on my first ship. With the way he carried himself and his demeanor, I wanted to be just like him one day. More importantly, the supply officers I have encountered during my career have all provided me with mentorship or assistance with my package, even if they were not commissioned as an LDO.

How did your enlisted experience ensure success as a Supply Corps officer?

I always ensured that my Sailors were provided with the tools, resources, and required skillset to perform and accomplish the task at hand, which helped me immensely when planning and executing the mission. I also set the example for my people by holding myself to a higher standard and having the Sailors who work for me be accountable for their work and their actions.

What key traits did you learn as an enlisted service member that enabled you to be a top-notch instructor and mentor at Navy Supply Corps School?

My values, coupled with the professional qualities I acquired throughout my career, have allowed me to succeed in the Navy. One straightforward principle that I follow is to treat each Sailor the way I would want someone to treat one of my family members or me. Mentorship has been so critical for me in my career that I

feel that I have a duty and a responsibility to give back to others what has been given to me. I must do my part to train and help develop our future leaders—the relief one day. For every junior Sailor I encounter, I see myself in them. Someone took the time to mentor and help groom me, so I want to pay it forward.

What is your most significant piece of advice to junior Sailors interested in applying to the LDO program?

Once you decide that you are interested in a commissioning program, seek out a mentor in that specific designator and inform your chain of command of your intention to submit an officer package. Take on the demanding and challenging jobs and make sure that your initiative is documented in your evaluation and that you succeed at these tasks. One vital rule of thumb is to take care of the people who work for you, and they will take care of you in return. Throughout the years, I had learned that Sailors do not care about what you know until they know how much you care for them. Lastly, it took me three attempts before I was selected. The best advice, then, is to continue to submit your package until your name is on that list.

How can your service as an LDO enable you to better serve and lead within the supply community?

Leaning on my enlisted experience has given me an upper hand and makes the job a little less challenging and more comfortable since I understand the supply process and terminology. It prepared me to fill any billet because of my exposure to the work of the Supply Corps from the different platforms on which I have served. More importantly, I trust my people to do the right thing, and I read the publications. Furthermore,

being an instructor at NSCS has allowed me to see firsthand how the supply community functions as a cohesive unit. I have experienced everything from interacting with senior supply officers to helping ensigns understand how vital our support is to the Navy's mission and how we enable America's warfighters to do their job. I can honestly say that being a Supply Corps officer has been one of the most rewarding opportunities of my life.

What are the benefits of an instructor tour at NSCS, and what advice would you give to junior supply officers interested in applying?

Being an instructor is rewarding in itself; however, this is a nominative and highly visible billet that exposes you to a wealth of experience and knowledge from the other supply officers. You get the opportunity to receive mentorship from senior supply officers while developing junior officers into the next generation of naval leaders and warfighters. 🌟



Spring 2021

NAVSUP Weapon Systems Support Charts Course for 2021

By Jennifer Blair

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP WEAPON SYSTEMS SUPPORT

Members of the NAVSUP Weapon Systems Support (WSS) executive leadership team met virtually in January for a strategic offsite to discuss the command's path ahead for 2021.

The team met again in February to solidify their goals, which align with the Chief of Naval Operations' Navigation Plan 2021, the Naval Sustainment System-Supply initiative known as NSS-Supply, and the command's internal Blueprint for Supply Chain Excellence.

"In the CNO's 2021 Navigation Plan, he discusses four top priorities - our Sailors, readiness, capability and capacity," said NAVSUP WSS Commander Rear Adm. Doug Noble. "Our own Blueprint goals are aligned with these priorities and they are also supported by our efforts with NSS-Supply."

NSS-Supply is an effort designed to address the Navy's requirement for a single, strategic-scale, and sustainable design for a Navy-wide supply chain with the right mix of organic and commercial activities in order to deliver, project and sustain the force required for warfighting. The effort focuses on six pillars: Achieve End-to-End Integration, Demand Management, Optimize Working Capital Fund Portfolio, Shape Industrial Base, Optimize Organic Repair, and Increase End-to-End (E2E) Velocity.

As the lead organization for the Increase E2E Velocity pillar, NAVSUP WSS is working to shorten end-to-end repair turnaround times, and move parts through the system faster. This will allow for a higher velocity supply chain, maximizing responsiveness to mission partner needs.

While keeping the goals of the Navigation Plan, Blueprint and NSS-Supply in mind, the group split into six teams - people, processes, mission partners, finance, communication, and information technology. These teams, each aligning with one of the

command's Blueprint strategic priorities or enablers, brainstormed how to bridge the gap between the current state of each area and the ideal state. The teams developed draft charters and roadmaps that will guide efforts over the coming year.

The people team will establish knowledge transfer events for all employees, covering various topics including core business as well as leadership skills. The team will also stand up a senior leadership recognition program.

The process team is tasked with the implementation of a Material Support Date health check that will be utilized across the command. The mission partner team will define the command's role as the E2E supply chain integrator, determine which performance standards best fit the definition, identify gaps and work with the communication team to develop internal and external messaging to ensure consistency throughout the command.

The finance team will be working to improve readiness and requirements reporting, while the communications team will continue developing and improving products and events to bolster the command's internal and external communications. The IT team will assist the other teams to develop necessary IT tools and solutions to enable success.

The next steps are to establish working groups for each team, and then build detailed action plans to carry out the 2021 goals.

"Nobody knows our business like we do. We need to be bold. We want to be confident and move out to drive the change our Navy needs," said Noble. "Ultimately, we're trying to increase our urgency and speed in order to have a more agile and responsive supply chain." 🌟



Navy Clothing and Textile Research Facility Pivots 3D Knitting Research to Face Covering Development

By Navy Exchange Service Command Public Affairs

The Navy Clothing and Textile Research Facility (NCTRF) announced the commencement of a study and evaluation of 3D knitted face coverings. NCTRF is a business line of the Navy Exchange Service Command (NEXCOM), whose parent command is NAVSUP. As such, in March 2020, NAVSUP directed NCTRF to pivot their 3D knitting research from flight deck jerseys to personal protective face coverings to prevent the spread of COVID-19.

“At the onset of COVID-19, when the Honorable James Geurts asked to pull together ideas to respond to COVID-19 and support the defense industrial base, the Navy’s Small Business Innovative Research (SBIR)/Small Business Technology Transfer (STTR) team rose to the challenge,” said Brian Shipley, commercialization program manager, Department of the Navy’s SBIR/STTR Program Office. “This effort was quickly determined to be a way to pivot an existing SBIR Phase II project to support COVID-related efforts to assemble a solution using technology already in development in our SBIR Program.”

“The utilization of 3D knitting technology has proven to provide a more streamlined and efficient approach to producing an item,” said Laura Winters, director of NCTRF. “Our continued work with small businesses and new technologies like 3D knitting will continue to move technology forward and greatly benefit our Navy’s warfighters.”

Using the standards of the N95 mask as a baseline, NCTRF developed the laboratory evaluation protocol for these non-medical face coverings. The yarns used to construct the 3D knitted face coverings are evaluated for comfort and filtration efficiency and the designs are assessed for durability.

A wear test was conducted over the summer and included a broad range of participants within NAVSUP, NEXCOM and Naval Sea Systems Command. Using data collected during the wear test of the initial prototypes, a second face covering prototype was developed with design and performance improvements. The wear test of the second prototype will occur this fall.

“Assembling a team and collaborating on solving a problem by identifying a technological solution has served as a great example of our ‘Team of Teams’ approach to innovation

at NAVSUP,” said Karl Larson, Command Science advisor and Innovation Program manager, NAVSUP.

Seamless 3D knit technology enables rapid prototyping, short lead times and sustainable production of textile products. The evaluation of the second prototype is expected to conclude by the end of 2020, with anticipated commercialization in 2021. NCTRF will continue to pursue new technologies and present new solutions to meet the requirements of Sailors within variable Navy environments. 🌟



Above: Using the standards of the N95 mask as a baseline, the Navy Clothing & Textile Research Facility developed the laboratory evaluation protocol for these non-medical face coverings. The yarns used to construct the 3D knitted face coverings are evaluated for comfort and filtration efficiency and the designs are assessed for durability. —photo by NEXCOM Public Affairs



The Navy Exchange Service Command Celebrates 75 Years of Service

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS, NAVY EXCHANGE SERVICE COMMAND

The Navy Exchange Service Command (NEXCOM) celebrated its 75th birthday on April 1. NEXCOM can trace its roots back to the 1800s when Sailors had to depend on “bumboats” that moored alongside their ships to buy personal items. The Navy officially established the Navy Ships Store Office in Brooklyn, New York, on April 1, 1946. The command was renamed NEXCOM in 1991.

“NEXCOM’s legacy over the past 75 years has been our dedication to our deserving military members and their families around the world,” said retired Rear Adm. Robert J. Bianchi, chief executive officer, NEXCOM. “Throughout these past 75 years, we’ve learned to adapt and evolve as the needs and roles of the U. S. Navy and our patrons have changed. That was never more apparent than over the past year with all the changes and new programs we put in place to support our Navy and our patrons during the COVID-19 pandemic. NEXCOM is and always will be here to offer assistance wherever and whenever it’s needed.”

In honor of its 75th birthday, NEXCOM hosted a virtual 5K race, its first of 2021. The #RunforFamily Virtual 5K, in partnership with MWR Navy Fitness, took place April 8 - 11. Registration was free for all authorized patrons. The first 1,500 participants received a commemorative race medal in the mail.

In celebration of its birthday, NEX held special sales throughout the store and on myNavyExchange.com. At the end of April, patrons enjoyed a three-day music series featuring artists such as Aly & AJ, Jake Miller, Allie Sherlock, Walker Hayes, Conner Youngblood, Lily Rose, Craig Wayne Boyd Track45, Tigirlily, Allie Colleen and more.

“The mission of NEXCOM is vital to our Navy community,” said Bianchi. “We are committed to progress and ingenuity to remain an essential resource for our nation’s most deserving patriots for another 75 years!” 🌟

Above: Retired Rear Adm. Robert J. Bianchi, chief executive officer at the Navy Exchange Service Command (NEXCOM) cuts the Command’s birthday cake on April 1 to celebrate its 75th birthday. Also pictured are Command Master Chief Dayna Winn; Eileen Andrews, Merchandising Operations manager at NEXCOM; and Lt. Myda “Alex” DeLaCruz, executive assistant to the CEO. —U.S. Navy photo



Getting Ready For Sea: USS George H.W. Bush (CVN 77) “Big Texas” Opens

By Ens. Christine Quizon, Disbursing Officer
USS GEORGE H.W. BUSH

USS George H.W. Bush (CVN 77) celebrated the grand re-opening of the “Big Texas” Ships Store in early April after a two-year hiatus during the ship’s Docking Planned Incremental Availability (DPIA) at Norfolk Naval Shipyard. Despite already reopening “Little Texas” Ships Store, coffee bar, and all vending operations, the opening of “Big Texas” represented the final milestone on sales division’s march toward full operational capability.

Commander, NAVSUP, Rear Adm. Peter Stamatopoulos and Navy Exchange Service Command (NEXCOM) Chief Executive Officer, retired Rear Adm. Robert Bianchi, led the ribbon-cutting ceremony along with Bush’s Commanding Officer Capt. Robert Aguilar. United States Fleet Forces Command (N41) Rear Adm. Kenneth Epps and other distinguished guests were also in attendance.

“This is a huge milestone for the ship,” said Stamatopoulos. “The vision that you had, taking it from an empty space and bringing it to life, is something you should all be proud of.”

The Ships Store underwent NEXCOM-led training to align “Big Texas” presentation, display and merchandizing with global NEXCOM practices. The branding was headed by Gene Hoffman, A-1 operations program manager, who personally trained retail services specialists (RS) and select crewmembers while focusing on merchandise management and store layout. The training was instrumental in ensuring a retail service that boosts crew morale, provides essential items at sea, and gives back to the Sailors through Morale, Welfare and Recreation (MWR) funding.

Opening the Ships Store during a global pandemic came with unprecedented challenges.

“Afloat and ashore COVID-19 mitigation efforts resulted in minor production, merchandise, and equipment delays – not ideal when we’re increasing total inventory by four times to support a full-sized retail outlet,” said Sales Officer Lt. j.g. Parker Wade. “We also had to change how we interacted with each other during inventories and store onloads. I’m proud of the way the division was able to adapt to the ever-changing environment and open the best Ships Store on the waterfront

before leaving the shipyard.” This statement was echoed by RS1 Maria Soriano, the leading petty officer for S3 Division: “It’s more than a division; it’s a family. With all the challenges that we faced, there was no way we could have accomplished them other than by looking out for each other and stepping in to fill multiple roles when needed. There’s a sense of relief that we’re at the finish line, but from here on it’s about maintaining the standard.”

Walking into the Ships Store for the first time, Sailors can’t help but notice how it looks and feels like a mini Navy Exchange (NEX). “It reminds me of a NEX store. It is organized, clean, and the layout makes shopping around the store easy. Big Texas is by far the best Ships Store I’ve been in,” said PS1 Leonard Spears.

With over 200 products ranging from uniform items to snacks, the revamped Ships Store carries everything a Sailor could need while underway.

“At the end of the day, it’s about the Sailors,” said RS1 Maria Soriano. “The reason why our rating exists is to boost morale and quality of life aboard. Working in the Ships Store, we make sure that daily essentials and select quality-of-life items are easily accessible to Sailors. Having the ability to buy a favorite snack or candy can significantly improve a Sailor’s day.”

Bush is currently finishing its DPIA shipyard period and is scheduled to return to sea in the near future. 🌟



Above: RS3 Daisy Robles stocks new merchandise in preparation for the “Big Texas” opening.

Top photo: Rear Adm. Peter Stamatopoulos, commander, NAVSUP, leads the ribbon cutting ceremony for “Big Texas.” —photos by Mass Communication Specialist Seaman Bayley McMichael

Foreign Military Sales, Supporting the Supply Chain Internationally

By Tristan Pavlik

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP WEAPON SYSTEMS SUPPORT

While NAVSUP Weapon Systems Support (WSS) has provided supply support to the Navy for more than 100 years, it has also supported the international community for more than a quarter century. As the International Logistics Control Office for the U.S. Navy, the NAVSUP WSS International Programs, Foreign Military Sales (FMS) directorate provides support to more than 80 countries around the world, ensuring foreign mission partners are prepared and equipped to participate in cooperative coalition military actions with U.S. Forces.

As part of an effort led by NAVSUP to address the Navy's requirement for a single, sustainable and strategic design for a Navy-wide supply chain—known as Naval Sustainment System-Supply or NSS-Supply—NAVSUP WSS International Programs directorate has integrated foreign mission partners into the naval supply chain to maximize end-to-end support efficiency.

The U.S. Security Cooperation Program and NAVSUP WSS FMS operate under the guidance of the Foreign Assistance Act of 1961 and the Arms Export Control Act of 1976 supporting U.S. Foreign Policy strategic objectives globally. Foreign Military Sales goals for readiness and collaboration, are accomplished by

working side-by-side with Security Assistance Foreign Representatives (SAFRs), enabling the command to deliver customer service and engage effectively with international mission partners around the world.

In the same way that NAVSUP WSS fills the Navy's program and supply support role, the FMS program serves as the supply chain

integrator for international partners to increase their capacity, proficiency and interoperability. This function supports the NSS-Supply mission of increased end-to-end velocity through supply chain resilience.

"We must deepen our operational relationships within the Navy and beyond, to include other services, agencies, industry, allies and partners. The durability of these networks and the quality of the communications within them is vital to our national defense," said Rear Adm. Peter Stamatopoulos, commander, NAVSUP. "Understanding their intrinsic symbiosis is perhaps the most critical enabler to our success as professional logisticians."

Through participation in the U.S. Security Cooperation Programs, NAVSUP WSS is able to integrate and synchronize end-to-end supply chain performance for foreign mission partners.

Fran Litle, department head of Country Program Management at NAVSUP WSS, spoke to the importance of the directorate's mission.

"FMS manages and executes program and supply support capabilities to foreign militaries around the world," Litle explained. "As advocates for our international mission partners, their readiness is our top priority."

Other vital services the NAVSUP WSS FMS program provides include the support of foreign partners' embassy personnel and in-country representatives, as well as, alignment with multiple system commands to advance and strengthen allies' weapon systems. By utilizing FMS programs, NAVSUP WSS is able to not only increase relationships with foreign mission partners, but also increase end-to-end velocity by taking into account several factors such as demand management.

One of the most unique aspects of the FMS program is the presence of SAFRs, or members of a foreign country's military, according to Litle. They participate in short rotations to the United States, working with NAVSUP WSS' program analysts to support their country's military.

The SAFRs ensure clear communication between NAVSUP WSS and the allied nation and efficient use of resources. Currently, there are a few dozen SAFRs stationed in Philadelphia representing countries around the world.

"We must also remember that there are limits to the utility of technology. In the final analysis, it is the human element that separates us from our potential adversaries," said Stamatopoulos.

This unique program ensures maximum communication between naval logisticians and foreign mission partners.

"My experience working with the FMS team has been very enriching," explained Maj. Antonio Elvira, a SAFR from the Spanish air force. "NAVSUP WSS program analysts are always ready to solve any issue my country has with requisitions, and they do it thoroughly. The program analysts always provide proper information and give advice to help us to make the right decision."

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

The NAVSUP WSS FMS program manages six formal types of cases tailored to different forms of support: Initial Spares, Follow on Supply Support Cases, Cooperative Logistics Supply Support Arrangements,

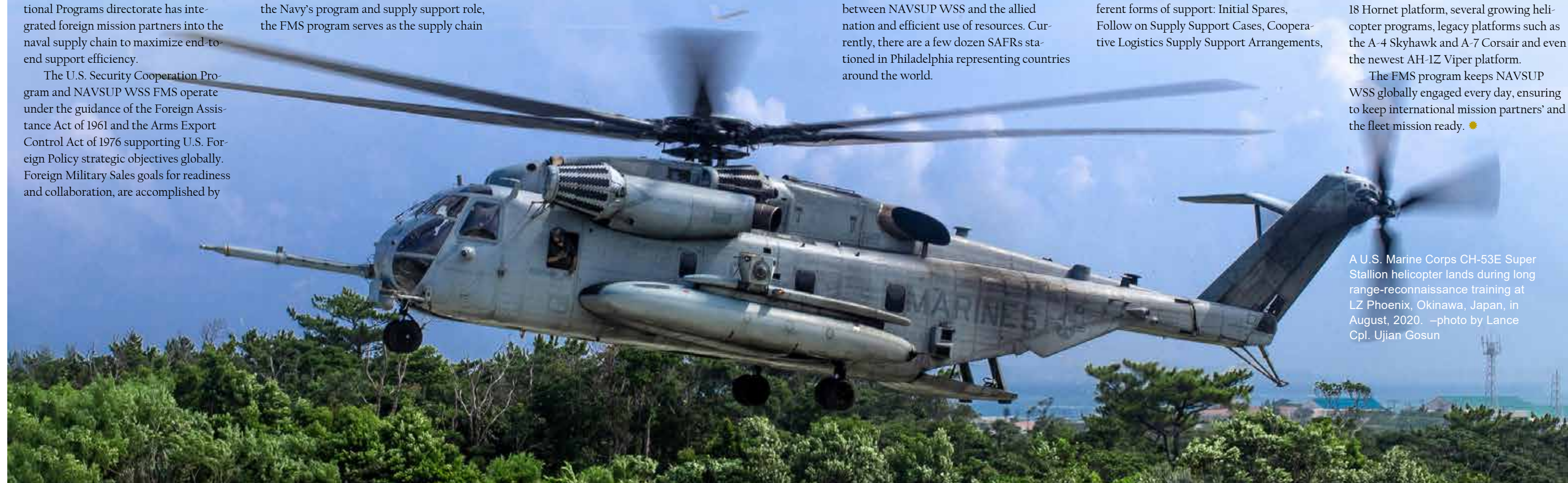
Direct Requisitioning Procedure, Repair and Omnibus.

Each type of case is specifically tailored to meet the needs of the various platforms they support. For example, initial spares cases tailor allowance products and leverage stock and procurement for economies of scale in support of Aegis Combat System and the E-2C Hawkeye. Follow on supply support cases also provide tailored allowance products, but they also provide access to legacy parts for platforms like the C-130 Hercules aircraft. Repair cases include Repair of Repairables, which allow countries to send in broken parts for repair, and Direct Requisitioning Procedure cases allow them to submit requisitions for specific parts. These cases allow for the direct integration of requisitions into the naval supply chain.

In total, NAVSUP WSS FMS cases support more than 2,400 international aircraft and over 750 international ships. This encompasses the Aegis weapon system, fast missile craft, several series of the F/A-18 Hornet platform, several growing helicopter programs, legacy platforms such as the A-4 Skyhawk and A-7 Corsair and even the newest AH-1Z Viper platform.

The FMS program keeps NAVSUP WSS globally engaged every day, ensuring to keep international mission partners' and the fleet mission ready. 🌟

A U.S. Marine Corps CH-53E Super Stallion helicopter lands during long range-reconnaissance training at LZ Phoenix, Okinawa, Japan, in August, 2020. —photo by Lance Cpl. Ujian Gosun



Navy Lodge Program Reaches 100,000 Nights of Restriction of Movement Support

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS, NAVY EXCHANGE SERVICE COMMAND

In November, the Navy Exchange Service Command's (NEXCOM) Navy Lodge Program reached 100,000 cumulative total room nights supporting Restriction of Movement (ROM) guests due to the COVID-19 pandemic.

At the onset of the COVID-19 pandemic, the Navy Lodge Program stepped up to provide a safe and secure location for the U.S. Navy to house Sailors as well as family members who are placed on ROM status. Since March 2020, a total of 32 Navy Lodges around the world supported a cumulative 100,000 rooms to sustain this effort.

"The Navy Lodge mission remains critical during times of crisis and we will remain a worldwide safe location for our Navy's warfighters and their families," said Chris Settelen, vice president, NEXCOM, Navy Lodge Program. "All of our 39 Navy Lodges and associates worldwide stand ready to support in any way that is needed during this pandemic. Our guests and their safety remain a top priority."

A guest who stayed at Navy Lodge Sasebo, Japan, in August commented that, "Everyone at the Lodge was so friendly and helpful. They went above and beyond to help out my family once we got out of ROM and even while in ROM they were super helpful. We had just the best experience, the manager Eric has a great team."

Navy Lodge ROM guests fall into a few categories. For the most part ROM guests have recently experienced a permanent change of station move, are in a pre-deployment or post-deployment status, pre or post temporary duty travel TDY, as well as Reservists pre or post active training. Each Navy Lodge works closely with its respective command and local Navy leadership to serve as a temporary home away from home for these individuals.

Rear Adm. Dave Welch, commander, Carrier Strike Group (CSG) 15, sent a note to Maria Gonzalez, general manager, Navy Lodge North Island, California, stating, "I wish to express my sincere gratitude for your efforts and support with the pre-underway billeting for the Carrier Strike Group 15 staff and augmentees. The service you provided is a direct reflection of the super hospitality that the Navy Lodge is known for throughout the world."

"Ship Shaped and Squared Away," a newly developed program ensures Navy Lodge locations continue to perform intense cleaning and sanitation protocols as prescribed by Centers for Disease Control and Prevention and the Bureau of Medicine and Surgery. As an additional measure, bedspreads are in the process of being replaced at all locations with new bedding that can be cleaned more easily and is more resistant to germs. Cleaning and sanitation includes all guest rooms before and after check-out out, as well as the common areas and frequent touch

points throughout the Navy Lodge. Sneeze shields are installed at check-in desks for the safety of Navy Lodge associates and patrons alike.

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



Mariann Lutton, a house-keeping associate at Navy Lodge Newport, Rhode Island, sanitizes frequently touched surfaces in rooms preparing for new guest, following protocols prescribed by Centers for Disease Control and Prevention and the Bureau of Medicine and Surgery. —photo by NEXCOM Public Affairs



Navy Exchange Service Command Opens Newest Store in Poland

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS, NAVY EXCHANGE SERVICE COMMAND

Navy Exchange Service Command (NEXCOM) opened its newest NEX location at Naval Support Facility Redzikowo, Poland. The new NEX is the first facility to be open for use on the base.

"We are proud to open our newest NEX location on the Navy's newest base at Naval Support Facility Redzikowo," said Bill Darwin, NEXCOM's district operations manager Europe. "Our mission is to support Sailors no matter where they are located around the world. It was a great team effort between the base leadership and NEXCOM to open the NEX ahead of schedule to support our military members and civilians working there. We look forward to being a part of the Naval Support Facility Redzikowo community for years to come."

Located in the base's multi-purpose facility, the new 1,300-square-foot mini mart offers its customers an assortment of food and beverage items, personal and health care items, household essentials and some portable electronics. The store is currently open five days a week. Adjacent to the NEX will be a barbershop, which will open in spring 2021. 🌟

ABOVE: Navy Exchange Service Command opened its newest NEX location at Naval Support Facility Redzikowo, Poland. —photo by NEXCOM Public Affairs



NAVSUP WSS, Program Executive Officer Unmanned and Small Combatants Establish Strategic Supply Support Plan Ensuring FFG 62 is War-Ready at Delivery

By Kelly Luster

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP WEAPON SYSTEMS SUPPORT

Rear Adm. Doug Noble, commander, NAVSUP Weapon Systems Support (WSS), and Rear. Adm. Casey Moton, program executive officer (PEO), Unmanned and Small Combatants (USC), signed a strategic Memorandum of Agreement (MOA) on Dec. 4, 2020 regarding supply support for the Guided Missile Frigate, also known as FFG 62 Constellation Class. The MOA establishes a mutual framework governing the organizational goals, relationships, responsibilities, and acquisition activities between NAVSUP WSS and PEO USC, as they relate to the Constellation Class Frigate (CCF) Program Office.

“NAVSUP WSS is very excited about this partnership agreement, particularly for its strong alignment with Naval Sustainment System (NSS)-Supply goals,” said Noble. “The teams at NAVSUP Headquarters, NAVSUP WSS, PEO USC and the CCF Program Office have been working tirelessly to bring this to fruition. Not only will it help our teams perform their jobs to meet the mission, but ultimately prepares a more lethal, war-ready Navy faster than ever before.”

The agreement institutes a strategy to implement accelerated support of the entire FFG 62 class during the outfitting, post-delivery, and initial operating stages of the program. By capturing technical and configuration data in the detail design and construction phase, modeling and simulating performance outcomes to determine readiness requirements, and leveraging strategic contracting between Naval Sea Systems Command and NAVSUP WSS, this agreement will expedite spares delivery to the supply shelves and the fleet.

“We see this MOA as the vehicle to facilitate better supply support and readiness for our shipmates around the globe through sustainment of the Navy’s Constellation Class Frigates,” said Rear Adm. Moton. “This is a blueprint for success that leads to war readiness at delivery for these ships which will be critical for our Navy,” he added.

Reduction of interim supply support arrangements between the CCF program office and NAVSUP WSS are specifically targeted as a primary goal of the MOA based on the technical maturity and robust understanding of the reliability of the proposed Frigate parent design and associated government furnished equipment.

“Historically, in maritime surface programs, a PEO and NAVSUP WSS have never been so integrated during ship design selection phases and early acquisition planning,” said Stephanie Enck, Maritime Unmanned and Small Combatant deputy director, NAVSUP WSS. “This will enable us to strategically plan product support, life cycle sustainment, and budget requirements to support the required operational availability of the FFG 62 class. I truly believe through using the MOA and through continued transparency of data transfer between both organizations, FFG 62 class will be able to achieve full NAVSUP material support upon the delivery of the ship.”

The CCF Program Office acquisition strategy is predicated upon leveraging existing programs of record, with the primary hull, mechanical, and electrical systems based upon an established parent design. Additional benefits that will be realized through establishment of this MOA include improved design and construction processes by utilizing cross-systems command (SYSCOM) personnel; establishing a framework for validation and verification of a singular readiness model for use as the authoritative FFG 62 class sustainment and sparing model; and, rooting metric tracking in those that most directly impact FFG 62 class key performance parameters.

“This MOA represents both SYSCOMS recognizing and acting upon the need for robust planning for sustainment from ship design and construction phases all the way through fleet introduction and beyond,” said Jonas Brown, director of Product Support & Readiness for the CCF Program Office. “By leveraging better modeling, by better integrating our teams, and by building accountability into every step of our processes, the PEO USC and NAVSUP teams are well positioned to deliver and sustain a world class ship that

48 will be first to fight for the next 50 years.”

NAVSUP’s Contracting Specialists in Italy Praised by Local Navy Hospital

By NAVSUP Fleet Logistics Center Sigonella Public Affairs

In September 2020, members of NAVSUP Fleet Logistics Center (FLC) Sigonella’s contracting team were presented with a Special Team Achievement Letter of Appreciation (LOA) during an award ceremony held at the base hospital at Naval Air Station Sigonella, Sicily.

Signed by Capt. D.M. Gechas, U.S. Navy Medicine Readiness Training Command’s commanding officer, the LOA cites the team’s “superior performance of duty” in obtaining testing materials and medical equipment to use in the hospital’s intensive care unit. The LOA recognized the team’s efforts and teamwork that resulted in the successful procurement of supplies during the COVID-19 pandemic amidst a period of unprecedented global lockdowns and supply shortages.

The letter states that, from July 2019 to June 2020, the team’s effective and expeditious actions ensured the continuity of medical support for 5,500 beneficiaries and mission partners at Naval Air Station Sigonella who operate in the 5th and 6th Fleet areas of operations. The team also expertly delivered orders, awarded purchase orders and exercised option years for contracted services and material valued at \$2 million.

The contracting team is part of NAVSUP FLC Sigonella, headquartered in Sicily, Italy. Individuals recognized with LOAs were Luciano Giuffrida, Alessandra Pulvirenti, Neosenys Gottal and Dana Rains.

“Our contracting team’s outstanding support during this challenging time represents exactly what we strive to meet,” said Capt. Jerry King, NAVSUP FLC Sigonella’s chief of contracts. “Procurements during COVID-19 have been extremely challenging by affecting practically every contracting action over the last six months, from supply chain shortages and restrictions of movement to government declarations and vendor performance challenges. Our team has done an incredible job meeting our customers’ requirements and keeping our Sailors mission capable.”



NAVSUP Fleet Logistics Center Yokosuka Trains to Expand Logistics Capabilities

By Lt. j.g. Joshua Lowery

LOGISTICS SUPPORT OFFICER,
NAVSUP FLEET LOGISTICS
CENTER YOKOSUKA

Ryan Shick

CHIEF LOGISTICS SPECIALIST, NAVSUP
FLEET LOGISTICS CENTER YOKOSUKA

From its headquarters just 26 miles south of Tokyo, Japan, NAVSUP Fleet Logistics Center (FLC) Yokosuka Sailors are constantly training to provide premiere logistics services in the Navy’s most diverse and expansive area of responsibility. With its networks of more than 20 detachments, sites and fuel terminals from Misawa, Japan to Sydney, Australia; Diego Garcia in the Indian Ocean to Guam, NAVSUP FLC Yokosuka has to be able to respond for logistics services anywhere, anytime. So how exactly do they fill the needs of customers in all the vast space between sites? Bring in the Enterprise Logistics Response Team (ELRT).

Incorporating a team of 22 trained and qualified Sailors, the ELRT is ready to respond with 96-hour notice to provide sustained 24-hour operations in multiple remote sites. They bring a subject and technical matter expertise in fuel storage and operations, material processing, aircraft cargo handling, hazardous material transportation and postal services. Their abilities to provide logistics services in remote environments has been crucial to the success of past exercises in countries without a large organic presence.

Showing their continued resolve to maintain warfighter readiness in the face of COVID-19, ELRT members utilized virtual

remote capabilities to train with experts from NAVSUP Weapons Systems Support Transportation and Distribution in Norfolk, Virginia. Their counterparts stateside walk the Sailors through using logistics field gear such as the Automated Manifesting System – Tactical. This vital piece of gear allows logistics specialists to receive and dispatch cargo to units operating in the area, maintain visibility in worldwide cargo tracking systems and ensures accurate receiving and dispatching of material. Upon completion of training, they will be able to establish a material processing facility ashore to forward cargo from non-naval ports to units operating nearby.

“We are essentially training to be able to provide that last mile of logistics support to ships operating in areas without an FLC presence,” said Logistics Specialist 2nd Class Kinaysha Ingram. “From our deployed location, we can receive all the cargo ships require from commercial and government transportation, sort it, dispatch it and get it loaded on to a ship for a replenishment at sea to keep the ships going.”

The ELRT provides a logistics footprint for NAVSUP products and services in both established and expeditionary operating environments. They continue to enhance NAVSUP’s global reach by providing the leverage of the entire Enterprise to source capability and capacity within a given theater of operations.

Above: Logistics Specialist 1st Class Raphael Hookes (front) and Logistics Specialist 2nd Class Kinaysha Ingram (back) review the proper use and operation of Automated Manifesting Systems–Tactical in a virtual training session hosted by NAVSUP Weapons Systems Support Transportation and Distribution from Norfolk, Virginia, in a conference room onboard NAVSUP Fleet Logistics Center Yokosuka. –photo by Brandon Taylor

Building Business Professionals within the Ranks: NAVSUP deploys the NAVSUP Enlisted Contracting Officer Pilot Program

By LS2 Andrea Tucker

CONTRACT SPECIALIST, NAVSUP FLEET LOGISTICS CENTER SIGONELLA, CODE 200 SIGONELLA ECS BRANCH

As NAVSUP continuously adapts and applies innovative solutions to ensure mission readiness through global logistics and material support, NAVSUP is taking it one step further, developing enlisted Sailors into acquisition professionals in the first ever NAVSUP Enlisted Contracting Officer (NECO) Pilot Program.

Contract execution is vital in fulfilling warfighter mission requirements whether an initial obligation, a routine agreement, or creating a new pioneering solution to conserve operational excellence for the future. It follows that the process of acquiring these principal resolutions involves the proficiency of a well-versed acquisition team. The enlisted Sailors selected for the NECO Pilot Program are learning from NAVSUP Fleet Logistics Center Sigonella Naples'

contracting workforce professionals of Supply Corps officers, civilians, and Host Nation partners directly. From top to bottom, the acquisition process is studied, learned, and applied in the total life cycle of each requirement.

"The NAVSUP Enlisted Contracting Officer Pilot Program provides a great incentive to build our future force. This program builds the business acumen of our Sailors, which allows NAVSUP to make a strong impact on mission readiness, especially with the new opportunities the COVID-19 climate brought to us. Our readiness will not waiver and we now have new potential sailors that will be great additions to our Acquisition Corps," said Commanding Officer, Capt. Alsandro Turner, NAVSUP FLC Sigonella.

Similar to the Navy Acquisition Contracting Officer (NACO) program for military officers, NAVSUP's NECO Pilot Program focuses on developing enlisted military personnel by placing them into a 2-year, fast-track program. Starting from the top, each NECO Pilot Program selectee is introduced to the foundation of contracting through online and virtual instructor led courses. Enrolled in the Defense Acquisition University, by the end of NECO Pilot Program the selectee will have earned two of three Defense Acquisition Workforce Improvement Act Contracting Level certifications. Topics such as 'Contract Planning' to 'Cost and Price Analysis' to 'Joint Contingency Contracting' are covered to outline fundamentals, policies and procedures, and business practices in contracting. These courses allow the selectee to merge theory to practice with the on-the-job training hours requirement earned through the practical application of utilizing the acquisition process for actual requirements.

"I had a direct influence on the contract action that enforced the delivery of millions of dollars of personal protective equipment to our host nation, strengthening the international relationship between the United States of America and Italy. The magnitude of this program is limitless since it broadens the Navy's mission deployable capabilities within the force," a statement from LS1 Ben Vinas, NECO Pilot Program selectee



LS1 Ben Vinas, NAVSUP FLC Sigonella Site Naples contract specialist, presented with a letter of appreciation from Lewis Eisenberg, U.S. Ambassador to Italy, for NAVSUP FLC Sigonella's support in the humanitarian effort procuring personal protective equipment for the Italian government. —photo by Capt. Jerry King, chief of contracts, NAVSUP FLC Sigonella



Christina Lopez (right), NAVSUP FLC Sigonella supervisory contracting officer, mentors LS2 Andrea Tucker (left), contract specialist, in the acquisition planning phase of procuring \$300,000 in procuring catering services in support of Exercise Juniper Cobra executed by Naval Mobile Construction Battalion in Israel. —photo by LS2 Lyle Nembhard

out of NAVSUP FLC Sigonella Site Naples. LSI Vinas is a contract specialist whose primary role is awarding contract requirements for 55 tenant commands at Navy Support Activity Naples and 6th Fleet Area of Responsibility.

NECO Pilot Program selectee Chief Karime Rivera is a contract specialist supporting the tenant commands of Naval Station Rota negotiating contracts such as the half-million dollar security upgrade requirement across seven installations while utilizing her second language to translate the technical requirements to the local contractors. "The NECO program has given me a high degree of critical thinking to negotiate contract prices and terms while researching and applying unique contracting regulations. Within only five months in the program and with the help of my contracting officer supervisors, Jose Neto and Israel Alvarado, I was able to complete 14 contracts valued at \$584,000. It feels really great knowing I am learning so much while supporting the mission of

various tenant commands of NAVSTA Rota," stated LSC Rivera.

The NECO Pilot Program now has six enlisted contract specialists operating in three of the eight NAVSUP FLCs in the nation. NAVSUP FLC Sigonella's Chief of Contracting, Capt. Jerry King stated, "I am proud of the effort and impact our three NECOs have added to the command already, which could not have happened without the incredible support of leadership from three of our sites providing the Sailors for the program. Our commanding officer and command master chief both paved the way by leaning forward and offering up half of the Navy's Pilot Program participation."

This pilot program has already provided an additional capability to NAVSUP FLC Sigonella's contracting team and hopefully, will set the stage for a growing acquisition force aligning closer to the Marine Corps, Army and Air Force.

For further information about NAVSUP's Navy Enlisted Contracting Officer

LSC Karime Rivera, contract specialist, inspected and accepted the installations of workstations and information technology equipment for the office expansion project at NAVSUP FLC Sigonella Site Rota. —photo by Jose Neto, Supervisory Contract Specialist, NAVSUP FLC Sigonella Site Rota



Program or to nominate a sailor for the program, please contact the NECO Program Manager, Amy Drake, at amy.drake@navy.mil. ✨

Evolution of Husbanding – Award of the First Global Husbanding Contract

By Capt. Jerry King

CHIEF OF CONTRACTS, NAVSUP FLEET LOGISTICS CENTER SIGONELLA

I met the former President and CEO of Glenn Defense Marine Asia (GDMA), the premier husbanding company in Southeast Asia at the time, in early September 2004 in Port Klang, Malaysia, while assigned to USS Lake Champlain (CG 57) as the supply officer.

We ordered services through our logistics requirement (LOGREQ) message, which after cutting and pasting the requirements from the classified message, acted as the contract order to the single service provider of GDMA (not an award through a contract writing system by a contracting officer). With no contracting officer's representative (COR) involvement, we had no significant contract oversight other than ship's personnel conducting functions such as collection, holding, and transfer system and potable water soundings on their first deployment in their current billets. We had little port visit data other than non-standardized data in isolated systems or messages to type commanders that provided little detail of what was ordered or procured in the past or present.

At the end of the visit, after significant negotiations with the assistance of the commanding officer of Navy Regional Contracting Center Singapore resulted in many of the prices being lowered as much as 90%, my disbursing officer cut a check for the invoices. As technically the ordering officer, I never saw the actual contract that GDMA had for these services and really didn't know what a contract would look like, much less the performance work statement the contractor should have been adhering to on each of the services provided.

That port visit helped me decide to join the Acquisition and Contracting Management curriculum for my MBA at the Naval Postgraduate School to learn and understand what was wrong with the contracting process during my port visit in Malaysia. During my second contracting tour at NAVSUP Headquarters, we standardized the contracting process and developed a global standard data capture from 2010 through 2011 that set new regional contracts across the globe with the same performance and acquisition processes – a huge step in husbanding contracts.

During my next tour as officer in charge/director of Fleet and Industrial Support Center (FISC) Detachment Singapore/NAVSUP Fleet Logistics Center (FLC) Site Singapore under FISC/NAVSUP

FLC Yokosuka, we worked with Pacific Fleet and the Type Commanders to develop standard ordering templates for ships to use for their LOGREQs. The standard LOGREQs and the data capture called Logistics Support Services Repository (LogSSR) significantly assisted NCIS in unravelling the Navy's largest corruption and bribery scandal that broke in September 2013. LogSSR evolved into the current HSPortal which assists the ordering and contracting processes as well.

After the scandal broke, the Navy implemented an approach for competition among several vendors for each port visit and moving payments off ships (separation of functions) and hiring CORs for oversight. The process of awarding multiple award contracts (MAC), where we have several contractors bidding on each port visit, culminated in June 2018 after I arrived at NAVSUP FLC Sigonella as the chief of contracts and we awarded the final MAC covering 5th Fleet to give competition on all husbanding port visits globally. Since then, we have seen competition not only drive down costs by about 20% globally, but also significantly assist in oversight with vendors keeping an eye on competition.

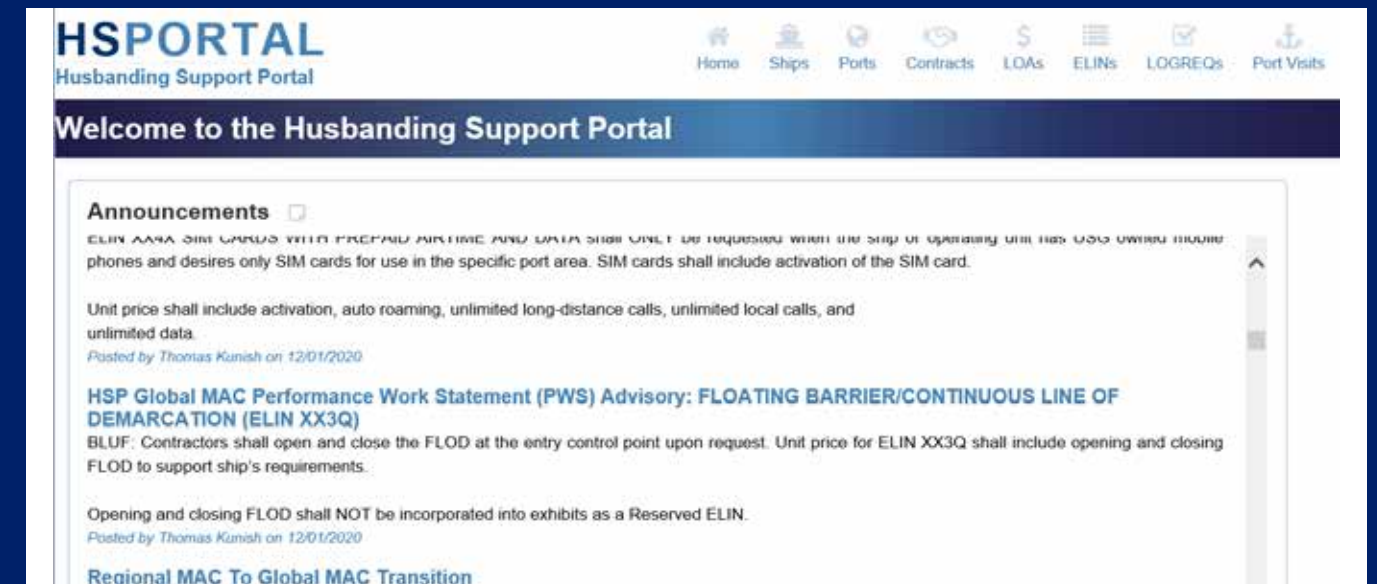
NAVSUP N7 chose NAVSUP FLC Sigonella to partner with, develop, solicit and award the first-ever global husbanding contract in late 2018. On October 2, 2020, NAVSUP FLC Sigonella awarded the Husbanding Service Provider (HSP) Global Multiple Award Contract (GMAC) to 36 companies covering 30 regions across the globe. Valued at \$2.1 billion for the next 10 years, each region has at least 12 companies to support port visits. If we keep competition, this should prove to be the next great evolutionary step in husbanding. Port visits now have great competition, much better oversight, payments separated from the ships, and ultimately a far more auditable process in place. The work isn't done, as it will always continue. This contract will be truly successful if we ensure requirements are reasonable and sustain competition, which requires all the contracting officers across the FLC's to maintain a level playing field for all contractors. In turn, our ships and CORs must properly validate that we received, what we contracted, and assess proper contractor feedback. Now is not the time to become complacent after achieving another incredible milestone in the global husbanding sphere, but to ensure we are properly executing and managing this contract. I am proud of the direction

NAVSUP N7 and NAVSUP FLC Sigonella have worked toward, especially in achieving this incredible milestone in 2020! We continue improving everything we can for the direct support of contracting to the fleet.

On December 1, 2020, USNS Washington Chambers (T AKE 11) and USS Comstock (LSD 45) in 4th Fleet submitted the first LOGREQs to begin the next phase of husbanding evolution. By the end of the first month, 78 LOGREQs had been received for the new contract with 54 contracting actions started and 37 port visit contract actions awarded, each with significantly higher competition (ranging between five to 12 vendors on every port visit). Within the first month, initial execution of the contract has already highlighted improved processes. 🌟

The Cyclone-class coastal patrol ship USS Tornado (PC 14), Arleigh Burke-class guided missile destroyer USS William P. Lawrence (DDG 110) and the Freedom-variant littoral combat ship USS Detroit (LCS 7) moored pier side in Vasco Nunez de Balboa, the Pacific end of the Panama Canal, prior to their Panama Canal transit last September. –photo illustration by Mass Communication Specialist 3rd Class Dan Serianni (*This image was stitched from multiple photos*)

Screenshot of the HSPortal.



647th Logistics Readiness Squadron Tests New Standard Operating Procedures to Support Warfighting Readiness

By Daniel Mayberry

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER PEARL HARBOR



NAVSUP FLC Pearl Harbor, material handler, Joe Rivera (*left*) and 647th LRS staff sergeant Chuck Phanouvang prepare C-bags (chemical protective equipment) in support of the 647th Logistics Readiness Squadron participation in the 15th Wing's annual Tropic Tempest exercise. —photo by Daniel Mayberry

Wing's ability to rapidly deploy Airmen wherever the mission demands. During the three-day exercise, the 647th LRS loaded 192 bags for 96 Airmen onto three pallets. Improvements to the procedures were made in real-time during the exercise. On day one, it took an average of 14 minutes to complete a single bag from the moment it received for processing. By the end of the second day, that time was reduced to roughly four minutes. Compared to the traditional method of IPE issuance, it is estimated that man-hours were reduced by nearly 50% from last year's Tropic Tempest exercise.

"Exercise Tropic Tempest helps ensure Airmen are in a constant state of readiness and no matter the threat, are always prepared to deploy," said Air Force Staff Sgt. Chuck Phanouvang, 647th LRS IPE supervisor. "We are maintaining war readiness and operational efficiency is increasing."

As the exercise concluded, other areas of improvement for the SOP were identified that could reduce the amount of cargo space needed on aircraft by consolidating bags onto a single pallet.

"The HPCON is forcing us to develop new processes of delivering protective gear to our mission partners," said David Baker, 647th LRS materials handler supervisor. "Through this process we've discovered ways to continue to improve efficiency in our teams." 🌟

their gear in an assembly line style manner, but due to COVID-19 restrictions, a new SOP was developed.

Instead of bringing Airmen to the warehouse to collect their IPE, the deploying unit delivers a passenger and equipment manifest to the 647th LRS. This manifest includes the number of personnel, their individual sizes, and their required gear that is delivered to the supported unit. Then material handlers assemble bags, broken down into three separate categories: A-bags (combat loads), B-bags (cold weather gear), and C-bags (chemical protective equipment). As bags finish their loading, quality checks are performed to ensure accuracy and hand-receipts are created for inventory purposes. Once the process is complete, the gear is loaded onto pallets for delivery onto aircraft.

The Air Force 15th Wing's annual Tropic Tempest exercise was the first real test of the new SOP. The exercise is used to test the

NAVSUP Fleet Logistics Center Pearl Harbor's Air Force component, the 647th Logistics Readiness Squadron (LRS), tests new standard operating procedures (SOP) to issue gear during the Tropic Tempest exercise in early November 2020, on Joint Base Pearl Harbor-Hickam (JBPHH).

The new SOP highlights the 647th LRS's operational capabilities and meets the public health requirements of JBPHH's current health protection condition (HPCON) levels in place.

Under the current HPCON, military and civilian members serving on JBPHH are limited in their capacity to gather in groups. This has caused units to rethink how operations are to take place in order to meet mission requirements, and a team with the 647th LRS has the responsibility to issue individual protective equipment (IPE) to Airmen that are scheduled to deploy. Traditionally the issuance of IPE required Airmen to form a tight line inside a warehouse as they received

NAVSUP Fleet Logistics Center Jacksonville Postal Operations Team Delivers for USS Dwight D. Eisenhower (CVN 69)

By Jessica McClanahan

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER JACKSONVILLE

NAVSUP Fleet Logistics Center (FLC) Jacksonville's postal operations team recently developed an innovative response to help manage the large and steady flow of mail to aircraft carrier USS Dwight D. Eisenhower (CVN 69). By working with the United States Postal Service (USPS) to re-route mail and by installing a secure shipping container at Naval Air Station (NAS) Jacksonville, the ship's shore-based mail handling personnel were granted round-the-clock access to mail.

According to Michael Heard of NAVSUP FLC Jacksonville, "The 'CONEX' box allows ships' Beach Detachment personnel the 24-hour access that is ideal for early C2 aircraft departures and late evening retro-grade mail arrival, while providing required security for the mail."

The CONEX box was developed during the Korean War and was used to transport and store supplies during the Korean and Vietnam war, the name stems from its military designation; Container, Express.

In addition to securing postal storage is the work that went on behind the scenes to ensure the mail was appropriately re-routed. NAVSUP FLC Jacksonville Postal

Operations Director, Otilio Santos stated, "Getting the mail routed to the air station seems like a simple task, but USPS muscle memory is that ships' mail is transported to Naval Station Mayport." He went on to say, "Mr. Heard was instrumental in rewiring that muscle memory by working directly with the USPS Network Distribution Center to ensure CVN 69 mail arrives at NAS Jacksonville."

Heard further explained, "The initiative saves valuable time for Beach Detachment personnel as they are no longer required to travel 60 miles round trip on a daily basis to Naval Station Mayport to receive and transport ship's mail. This Mayport run challenged meeting scheduled C2 flight times and that is no longer an obstacle."

Dwight D. Eisenhower's Supply Officer, Cmdr. Andrew Henwood, explained how the effort of shore-based postal personnel connected to the ship's process improvement for mail delivery, "Having gained a better understanding of the mail and cargo routing process during the Composite Training Unit Exercise (COMPTUEX) that 'Ike' completed less than a year ago, we applied lessons learned and decided to be much more aggressive with pushing mail forward from Norfolk to Jacksonville. Rather than wait to load mail onto Military Sealift Command ships to receive during underway replenishment, we

maximized the use of our carrier onboard delivery air assets to ensure every flight leaving the beach and coming to 'Ike' utilized all possible cargo space."

In three weeks, Dwight D. Eisenhower took on more than 37,000 lbs. of mail routed through Jacksonville. Henwood added, "The results were immediately realized and greatly improved crew morale. Ike received more mail during the first three weeks of our 2021 COMPTUEX than we did over the first three months of our 2020 deployment. This would not have been possible without the efforts of the hard-working team at NAVSUP FLC Jacksonville who went above and beyond to ensure the timely processing and free-flow of mail to Ike as we prepared to deploy."

NAVSUP FLC Jacksonville continues to pursue process improvement in postal operations, as mail remains an essential quality-of-life support service for Sailors and their families. 🌟

Above: The Arleigh Burke-class guided-missile destroyer USS Laboon (DDG 58), left, and the Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69) transit the Atlantic Ocean.—photo by Mass Communication Specialist 2nd Class Dean Cates

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NAVSUP Weapon Systems Support held a Joint Leadership Panel featuring Army Lt. Col. Heather Roelker, Air Force Lt. Col. Tanaka Dunn, Marine Corps Lt. Col. Aixa Dones, and Navy Master Chief Petty Officer Shannon Howe. The panel was organized as part of the command's Equal Employment Opportunity Advisory Committee events to celebrate Women's History Month and to discuss obstacles and advice from their respective careers.