

THE NAVY SUPPLY CORPS



# Newsletter

Fall 2021



**Supplying  
the Silent  
Service**





## A Message from the Chief of Supply Corps

Our agility and excellence are tested daily during these times of rapidly evolving supply chain reform initiatives, extended deployment, and enabling global operations within the context of strategic competition. I could not be more proud of our NAVSUP team and Supply Corps vanguard's unwavering focus in producing high impact and measurable mission results. Your excellence in acquisition, supply chain, logistics and operational planning continues to lead the way in improving the lethality of our naval forces across Planet Earth.

Since my last update, we have continued to learn, adapt and teach our mission partners to advance end-to-end supply chain integration, shipyard material accountability, and to incorporate a Demand Management mindset across their baseline activities and current operations. Wave 2 of NSS-Supply is well underway and our efforts to bring acquisition and sustainment closer together earlier in a product's lifecycle through more coordinated planning, sourcing, and repair will provide us the transparency we need to make effective warfighting focused decisions with our resources.

Reflecting on the NSS-Supply journey so far, I am inspired by the progressive mix of field and HQ staff exposure to fleet and enduring complex supply chain problems. Your innovations and critical thinking are identifying opportunities for improvement. The headway we are making in wave 2 is motivating and our teams should be proud of the impact and leadership they are providing across the whole of Navy. There are many more wins in the pipeline as NSS-Supply continues to scale up.

This issue features articles highlighting the critical relationship between the Supply Corps and the Submarine Force community. Submarine Sailors from U.S. Pacific Fleet and U.S. Atlantic Fleet contributed articles that underline the important role the Supply Corps plays aboard submarines and the many extraordinary career opportunities in the Submarine Force. Reading these articles brings me back to my time aboard USS Chicago (SSN 721) and my service as a Submarine Warfare Supply Corps officer. I regularly reflect on that part of my career with great pride and I am even prouder when I see the progression of our talented Supply Corps officers who continue to be drawn to the "silent service."

During times of peace and war, the Submarine Force mans, trains, equips and deploys combat ready submarines on the front lines of our most contested sea zones. They are steadfast in their support of our national security priorities and play a vital role amid America's nuclear triad composed of land, air, and sea. They are always on patrol and always ready to use their undersea warfighting advantage to assure our nation's strategic deterrence, effective sea control, integrate combat power with the Joint Force, and enable all-domain maneuver warfare.

Additionally, over the past several months, our forward operating Supply Corps vanguard and NAVSUP Fleet Logistics Center (FLC) teams have played a key role during the Afghanistan withdrawal. Our teammates onboard NAVSUP FLCs Sigonella and Bahrain demonstrated that they are the Navy's "be ready" logistics formations, supporting and providing essential food, water, shelter and comfort items from NEXCOM to Afghan refugees in Operation Allies Refuge.

Your hard work and mission-focused mindsets remain key to allowing NAVSUP and Joint Supply Corps to operate in unprecedented unity of effort across the globe supporting naval and joint forces wherever they may be and ultimately enabling their mission success.

Thank you for your continued dedication and steadfast commitment to the Navy and our nation.

P.G. STAMATOPOULOS  
RADM, SC, USN



## NEWS FROM THE Command Master Chief

Supply Family,

Hi there, I hope this finds you healthy and happy. This issue highlights submarine life and our supply team's contributions to this very unique and oftentimes silent mission set.

I reached out, as I often do for these articles, to some supply experts in this field and want to share a couple of their motivational thoughts.

As luck would have it our Deputy Executive Assistant, Lt. Cmdr. Michael Marchese, is a submariner and he's the first person I spoke with. When I asked him for his thoughts, his eyes lit up with pride and his words walked me through a submarine to a tiny galley, a closet-like logistics specialist shack and then to control. He told me about the small-unit team mentality and how everyone must complete submarine school. Whether on a hunter/killer mission or an ISR mission, everyone contributes, everyone fights the ship in an emergency.

While we were speaking, Lt. Cmdr. Matthew Carroll walked into the office, also a submarine qualified supply officer. He sniffed out the submarine discussion and quickly joined in, smiling proudly. One team, one fight, is something very real and powerful on a submarine.

I also reached out to CMC Ryan Colosimo, a dolphin wearing prior culinary specialist who is currently the NAVSUP Fleet Logistics Center Sigonella CMC. For those of you lucky enough to know or work with him, you know his passion and drive. At one point, his excitement made me think he might jump through the phone.

"All hands stores loads" was one of the first things he recalled, and it involves ALL HANDS. He talked about the tight knit crew and how you must be good at everything. He spoke of an E-3 qualified as galley watch captain, a position normally held by an E-5 or E-6. He said, "Jobs change every six months for culinary specialists on a submarine, storerooms, planning, preparing, and serving meals, records keeping, and all of the watch qualifications. Submariners are masters of their craft."

CMC's last statement brought me right back to Naval Station Newport where I was the base CMC back in 2013. I served with the next Sailor that I called, then CSS2, now CSSC Alonso Galdamez. To say he was motivated to talk to me about subs would be an understatement.

"We play a vital role in the crew's morale. Nuclear power might get us out to sea, but our load out plan and how we care for the crew is what keeps the boat at sea and on mission," said Galdamez. "Also, we pilot the ship and heck, all of my LSs are qualified in sonar and they're the best sonar ops on the ship!" I asked him about the dolphins, because he spoke of them often in Newport. "I know I can go to sleep peacefully with a qualified crew, because they know how to fight the ship and we know we'll make it back to the surface. It's a family and it takes everyone to keep the screws spinning."

I heard "family" from just about everyone I asked.

The last person I spoke with is a good friend and was a shipmate of mine on USS San Jacinto. She was my PSC when she showed up, left as a PSCS and was one of the very first female submariners. The most prominent theme in her feedback was trust. She said, "Remember how tight our mess was on San Jacinto? Multiply that by about ten and you'll begin to understand the submarine life. You have to have trust in everyone and the fish is a big part of that. Once you're qualified, you're trusted to be one of the family."

I'll close with something she said that speaks to all submariners but will likely resonate even more with our supply experts. She said, "Every member of the crew must be on their game, all the time. The trust and responsibility placed on these oftentimes very young Sailors is unmatched. Any piece of equipment that is broken on a submarine, can mean that we won't make it to the surface, can kill us."

Stay strong and vigilant in your silent service, submariners and know that NAVSUP has your back. The Navy and NSS-Supply will always make you our priority!

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

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

# NEWSLETTER

Fall 2021

**Rear Adm. Peter G. Stamatopoulos,  
SC, USN  
Commander**  
Naval Supply Systems Command  
and Chief of Supply Corps

**Kurt Wendelken**  
Vice Commander  
Naval Supply Systems Command

**Capt. George E. Bresnihan,  
SC, USN  
Chief of Staff**  
Naval Supply Systems Command

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

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

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

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



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USS THEODORE  
ROOSEVELT'S (CVN 71)  
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## Chief 49 visits Chief 35

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

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

Commander NAVSUP and 49th Chief  
of Supply Corps Rear Adm. Pete  
Stamatopoulos with 36th Chief of  
Supply Corps retired Rear Adm.  
Daniel McKinnon Jr., and 35th Chief of Supply  
Corps retired Rear Adm. Ted Walker.



In June, I hosted a lunch at Vinson Hall in McLean, Virginia, where Ted Walker is a resident. It was an opportunity for Commander NAVSUP and 49th Chief of Supply Corps Rear Adm. Pete Stamatopoulos to bring Ted up to date on what is happening in our Navy, as well as exchange memories. With us was Bill Morris, who many will remember as the Navy flag officer that walked the Navy through the 1991 publicly embarrassing contract cancellation minefield of the A-12 Avenger aircraft program, and subsequent procurement of the F/A-18E/F aircraft. They should rename the Super Hornet stabilizer for him.

It was fun to share history. Rear Adm. Stamatopoulos explained today's challenges and efforts to take his corps and command (he also goes by "COM") and extend its influence and professionalism down into all aspects of Navy material readiness, from shops and storerooms at sea, to overhaul and repair at the four naval shipyards and six aviation fleet readiness centers. After all, isn't overhaul and repair just a supply problem? People, parts, production?

The Navy Supply Corps created the military supply chain after World War II, long before the phrase "supply chain" took on commercial elegance. We called it, "The Navy Integrated Supply System." No reason why the corps of today should not own it all. Pete's command leadership style revolves around a management system where each day of the week he meets with those responsible for a chunk of the supply chain of today, pulls it apart, and puts it back together again. His three elder luncheon companions are proud of the respect with which he is held with the patriarchs of the E-Ring.

Ted was the special guest. I asked him what we should wear. He said he would be wearing the same as all the other inmates. Sharp, full of wisdom, and able to terrorize the passageways

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**Right:** From left to right: Retired Rear Adm. William Morris, Rear Adm. Pete Stamatopoulos, retired Rear Adm. Ted Walker, and retired Rear Adm. Daniel McKinnon, Jr.

**Below:** Rear Adm. Pete Stamatopoulos with retired Rear Adm. Daniel McKinnon Jr.



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and quarterdeck with his scooter, Ted recalled how much of his career was in the nuclear submarine Navy. He held positions of responsibility from lieutenant commander as a first submarine squadron SUPPO, through flag rank where NAVSUP had to watch over “his boats.” In the Pentagon, he helped program the Submarine Force. In the fleet, he ensured its readiness. The post Navy legacy of this “Distinguished Alumni” stretched from the corporate and college boardroom, to the Naval Academy Foundation, and the Navy Memorial where he was board member and officer. More than once, he came back as a dollar a year president, “because if they had to pay me, they couldn’t afford me.” He should know. He had been treasurer. His legacy can be found in a library at Vinson Hall where he was chairman, to the Ships Store at the Navy Memorial. Both bear his name. Think military history books. Think and savor gedunk.

Pete and Bill discovered a shared Greek affinity. Not mythology. Pete recounted the arrival almost 120 years ago of his ancestors through the port of New York. As a line lieutenant assigned as planning officer to the Naval Communications Station at Nea Makri, Greece, Bill talked about meeting a young woman who spoke fluent Greek and French. With the assistance of our embassy, he hired her to help deal with farmers who had problems with Navy antennas. She had problems with muddy shoes when sloshing through goat patches and vineyards. They were not ruby red slippers, but she was from Kansas. They married and it was away from Athens, Greece, and on to Athens, Georgia.

With us at lunch were two young officers, Cmdr. Owen Morrissey and Lt. Rico Castaneda. Brought to prop up a current chief, and check the sea stories of old chiefs for veracity, they sat quietly, hopefully with iPhone recorders turned off.

I could not help but think about “generations.” Also coming to mind was a favorite line from Alfred, Lord Tennyson’s “Morte d’ Arthur.” “The old order changeth, yielding place to new. And God fulfills Himself in many ways.”

Our photo is above. I am on the right. \*



## NAVSUP FLC Jacksonville

Left: Capt. Jim Strauss relieved Capt. William H. Clarke as commanding officer onboard NAVSUP Fleet Logistics Center Jacksonville during a change of command in July.

**Right:** Capt. Jim Strauss, Rear Adm. Pete Stamatopoulos and Capt. William Clarke celebrate NAVSUP Fleet Logistics Center Jacksonville’s July 16, 2021 change of command ceremony onboard Naval Air Station Jacksonville. Strauss assumed command as Clarke retired, after more than thirty years of service, while Stamatopoulos served as presiding officer and guest speaker for the event.

–photos by Jessica McClanahan







## NAVSUP FLC Pearl Harbor

**Top Left:** Capt. Trent Kalp is piped ashore during NAVSUP Fleet Logistics Center Pearl Harbor's change of command ceremony on historic Kilo Pier onboard Joint Base Pearl Harbor-Hickam. Kalp relinquished command to Capt. Albert Hornyak.

**Center Left:** Capt. Albert Hornyak is piped ashore assuming command of NAVSUP Fleet Logistics Center Pearl Harbor during a change of command ceremony on historic Kilo Pier onboard Joint Base Pearl Harbor-Hickam. Hornyak assumed command from Capt. Trent Kalp.

**Bottom Left:** Capt. Albert Hornyak, center, salutes Rear Adm. Dion English, left, as he assumes command of NAVSUP Fleet Logistics Center Pearl Harbor from Capt. Trent Kalp, right, during a change of command ceremony on Joint Base Pearl Harbor-Hickam.

—photos by Shannon R. Haney



**Above:** Capt. Albert Hornyak (left) and Capt. Trent Kalp (right) in front of NAVSUP FLC Pearl Harbor.

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## NAVSUP FLC Sigonella

**Above:** Rear Adm. Scott Gray (*standing*), commander, Navy Region Europe, Africa, Central, delivers remarks during a change of command ceremony held by NAVSUP Fleet Logistics Center Sigonella August 3, 2021, at Naval Air Station Sigonella, Italy. During the ceremony, Capt. Douglas S. MacKenzie (second from right on the dais) relieved Capt. Alsandro H. Turner (second from left on the dais) as commanding officer.

**Right:** Rear Adm. Scott Gray (*standing left*), commander, Navy Region Europe, Africa, Central, congratulates Capt. Douglas S. MacKenzie during a change of command ceremony August 3, 2021, at Naval Air Station Sigonella, Italy. During the ceremony, MacKenzie assumed command of NAVSUP Fleet Logistics Center Sigonella. —photos by MC1 Kay Kegan





## USS Theodore Roosevelt's (CVN 71) Supply Department Wins 2020 Admiral Stan Arthur Award



USS Theodore Roosevelt's (CVN 71) Supply Department won the 2020 Logistics Team of the Year Admiral Stan Arthur Award. This award recognizes military and civilian logisticians who epitomize excellence in the realm of logistics planning and execution, ensuring our delivery of capability and sustainment to the fleet is hand-in-hand with timely provision of end-to-end logistics support, such that Navy Infrastructure and Logistics are best postured to provide persistent support in unpredictable environments.



## New Supply SES named Chief Logistician-Aviation at Navy's Supply Chain Integrator

By Kelly Luster

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP WEAPON SYSTEMS SUPPORT

On August 17, 2021, NAVSUP Weapon Systems Support promoted its newest Senior Executive Service member, John D. Soracco, to chief logistician-Aviation.

Kurt Wendelken, NAVSUP vice commander, opened the ceremony by giving a brief overview of how the Senior Executive Service (SES) started and their key goals.

"SES promotions don't happen very often here," said Wendelken. "With the establishment of the position of chief logistician-Aviation, that Mr. Soracco is now filling, there are only 10 SES positions across the entire NAVSUP Enterprise. That is roughly one-half of one percent of all NAVSUP employees."

The SES was established in 1979 and there are roughly 7,500 SES positions government wide. Their purpose is to "ensure the executive management of the Government of the United States is responsive to the needs, policies and goals of the nation and otherwise is of the highest quality." Some of the qualifications include leading change, leading people, being results driven, having a keen business acumen and building coalitions.

Wendelken then turned the ceremony over to Rear Adm. Peter Stamatopoulos, commander, NAVSUP, to give remarks and administer the oath.

Rear Adm. Stamatopoulos started by thanking Soracco's family for their support and for the sacrifices they have made.

"Welcome to those watching the ceremony on social media," said Stamatopoulos. "I want to say a special welcome to John's mother, Sara, who is watching from Redmond, Washington. Welcome Sara. Thank you all for tuning in and supporting John for these years throughout his career."

Stamatopoulos continued, "... John, has something in common with many of us in the room today. He wore this uniform for 30 years and served as a supply officer onboard multiple frigates, cruisers, and aircraft carriers to include being the supply officer onboard the USS Abraham Lincoln. He understands what it's like to be at sea, understands what it's like to support the command that's going to be pointed into harm's way. There is no doubt in my mind you [John] are the right person for this job -- you have the knowledge, the experience, the foresight, the fleet perspective and most importantly--a Navy readiness perspective."

Soracco closed out the ceremony expressing his appreciation to his family and everyone who helped him achieve this milestone in his long career supporting the fleet.

"I want first thank my mom, my sister, my niece and nephew, and my friends, Michael and Rachel in San Diego," said Soracco. "I

couldn't have done it without the unyielding support of my family, friends and colleagues--I look forward to the great work ahead of us all. Thank you all."

"It's great to be back at NAVSUP. When I saw the announcement, I knew this was the job for me," said Soracco. "Aviation was a passion for me as a supply officer. This is a new role and new opportunity to use the 30 years of experience from the Navy and apply it to this first-of-its-kind billet in the NAVSUP Enterprise at Weapon Systems Support."

Soracco currently serves as the Chief Logistician-Aviation of Naval Supply Systems Command Weapon Systems Support. He oversees the aviation supply chain and related services for the Naval Aviation Enterprise for parts needed to maintain critical weapon systems.

He began his federal service when he was commissioned at the Washington State University Navy Reserve Officer Training Corps program in 1990. During his thirty-year career as a supply officer, he served in myriad aviation logistics positions, including sea tours aboard the frigate USS Jesse L. Brown (FF 1089); cruiser USS Vicksburg (CG 69); the guided missile frigate USS Lewis B. Puller (FFG 23); destroyer USS Kinkaid (DD 965); aircraft carrier USS Ronald Reagan (CVN 76); and served as supply officer on the USS Abraham Lincoln (CVN 72). Shore assignments included force supply officer, Commander, Naval Air Force, U.S. Pacific Fleet; commanding officer, Defense Logistics Agency Distribution Center, San Diego, Calif.; operations branch head, spares program and policy, Office of the Chief of Naval Operations. He entered the Senior Executive Service in July 2021.

Soracco earned a Master of Business Administration and a Master of Arts in National Security and Strategic Studies. Soracco is also a graduate of the University of Pennsylvania Wharton Executive Developmental Program and Pennsylvania State University Smeal College of Business Executive Program Supply Chain Leadership. He is Level III Life Cycle Logistics certified and a member of the Defense Acquisition Corps. 🌟

**Above:** Rear Adm. Peter Stamatopoulos, commander, NAVSUP (right), administers the Senior Executive Service Oath to John D. Soracco NAVSUP WSS chief logistician -- Aviation. --photo by Karissa Murdock



# NAVSUP Features Supply Chain Wins and Robot Tech at 2021 Sea Air Space Expo

By Matthew Morrison  
NAVSUP PUBLIC AFFAIRS

NAVSUP showcased their pioneering Navy readiness initiative, Naval Sustainment System (NSS)-Supply, and state-of-the-art robot technology at this year’s Sea Air Space Exposition in National Harbor, Maryland.

NSS-Supply is working to better integrate the functions of the Navy’s vast supply chain and deliver higher readiness at a lower cost. The initiative is grounded in commercial best practices forged by industrial companies.

“NSS-Supply is designed to unify numerous independent supply chain functions with NAVSUP oversight meant to improve readiness and affordability,” said Rear Adm. Pete Stamatopoulos, commander NAVSUP and 49th Chief of Supply Corps. “Moving forward requires an integrated, strategic approach to Navy wide supply chains that provides the process capabilities we need to achieve and sustain required mission performance. NSS-Supply success depends on all hands, at all levels, to be all in.”

On the second day of the show, Rear Adm. Stamatopoulos lead an NSS-Supply panel. The panel discussed how improved asset visibility, along with increased industry partner support, can boost readiness. Panel members included Rear Adm. John Meier, commander, Naval Air Force, U.S. Atlantic Fleet; Rear Adm. Ed Anderson, commander, Naval Sea Systems Command, Undersea Warfare; and Anthony Mathis, president and chief executive officer, General Electric Edison Works. The panel was moderated by Retired Rear Adm. Michael Lyden, principal, Katahdin Associates.

Throughout the expo, NAVSUP senior leadership engaged with top aviation and maritime domain industry partners in an effort to continue NAVSUP’s commitment to communicate its strategic priorities and direction with industry to drive improved supply chain performance and support to the warfighter.

NAVSUP also demonstrated autonomous mobile robot (AMR) technology. AMR provides a powerful toolset to collect, monitor and react to important information regarding asset location. The AMR uses onboard radio frequency identification (RFID) readers to gather data from passive RFID tags placed on material in Navy warehouses. This allows NAVSUP to constantly collect inventory data and immediately react to discrepancies. This solution does not require an expensive fixed infrastructure to deploy and will enable NAVSUP to perform wall-to-wall inventories on a regular basis and exceed inventory validity goals.

Representatives from the NAVSUP Office of Small Business Programs were also in the booth. They shared information on the NAVSUP mission, as well as upcoming procurement opportunities for small business industry partners. The office of small business is committed to strengthening the Navy’s mission by maximizing procurement opportunities for all small business concerns. This effort is in support of the Secretary of the Navy’s goal to identify and develop small businesses that can support the Navy/Marine Corps force for tomorrow. NAVSUP’s procurement responsibilities include weapon systems spares and repair parts, Navy medical supplies and services, and commercial supplies and services that support the fleet.

Sea-Air-Space is the largest maritime exposition in the U.S. and continues as an invaluable extension of the Navy League’s mission of maritime policy education and sea service support. 🌟



This year’s NAVSUP booth at the 2021 Sea Air Space Expo highlighted NSS-Supply and state-of-the-art robot technology.



## A Word from the Top Chops

By Capt. Matt Holman  
COMMANDER, SUBMARINE FORCE, U.S. PACIFIC FLEET N41  
and Capt. Paul Demeyer  
COMMANDER, SUBMARINE FORCE, ATLANTIC N41

The United States Submarine Force is first to the fight, maintaining combat ready submarines on the front lines at all times in support of national security priorities in both peace and war. From the hard-hitting mission of SSNs in dominating the undersea domain, to the SSGN fleet’s extraordinary firepower and special operations capability, to the SSBN’s dominant role atop the all-important strategic deterrent triad, to the rapidly emerging importance of unmanned underwater vehicles, arguably no force in America’s arsenal is as capable, versatile and indispensable as the Submarine Force.

Supply officers, who proudly answer to the title “Chop” aboard submarines, operate under the water, under the ice and around the globe carrying out our mission. All supply officers who wear the gold dolphins, regardless of what other adventures their careers have presented, will universally agree on one thing—there is nothing quite as exciting, as intense in camaraderie, as challenging to one’s capabilities and as deeply rewarding as being a Chop.

In this light, we are both exceptionally honored to hold the title of Force Supply Officer (Capt. Paul Demeyer as the Commander, Submarine Force Atlantic N41 and Capt. Matt Holman as the Commander, Submarine Force, U.S. Pacific Fleet N41) and thrilled at this opportunity to focus on submarines in the Navy Supply Corps Newsletter.

In addition to highlighting the unique work of our supply officers and enlisted Sailors afloat, this edition reveals the full range of opportunities in the Submarine Force at all stages of a career. In the ensuing articles, you will get a taste of the rhythms of afloat life through the eyes of our LSS and CSS teammates, and learn of innovations in freeze-dried proteins and the work of our force LSSs and CSSs on both coasts to enhance enlisted readiness. You will read about the incredible achievements of female Chops, who for the first time in history, serve within all echelons of the force. You will find the significant contributions of Submarine Readiness Squadrons and Submarine Group Supply Departments and the incredible opportunities for mid-grade officers to serve in these demanding jobs. And, you will discover the unique missions of our commander milestone billets—four of them requiring the SQ1 subspecialty—in supporting special operations, priority material expediting and the unique and vitally important repair, resupply and rearm mission of our two Navy submarine tenders.

Dive in and consider how you can support the force in your own career! 🌟



# Submarine Tenders, Sustaining the Forward Operating Warfighter

By USS Frank Cable Supply Department

The Navy's submarine tenders provide incredible capability to the Submarine Force ensuring the warfighter remains ready and able to respond to critical enemy threats worldwide. The tenders' primary mission areas are rearm, resupply, and repair. These three capabilities, when brought to bear, create incredible reach in the submarine forces ability to sustain the fight.

"We enable our submarine force's uncontested advantage and presence across the U.S. Indo-Pacific Region through our world-class logistics, maintenance, and weapons repair capabilities," said Capt. Al Alarcon, commanding officer, USS Frank Cable. "We sustain our forward-deployed naval forces in defending our nation's freedom, democracy, and interests across the globe."

The tender supports home porters and deployers. It can moor multiple submarines alongside and support submarines moored pier side. The resupply of essential repair parts and consumables allows the unit to return to sea quickly to answer the

nation's call. Rearmament of tomahawks, torpedoes and various lethal weapons, arms the submarines with incredible warfighting power projection to protect the American people and their way of life. Repair of these national assets are critical to ensure they can remain at sea and submerged undetected for extended periods of time greatly enabling the "Silent Service" mission.

The Navy currently has two tenders in commissioned service, homeported in Apra Harbor, Guam. USS Frank Cable (AS 40) works hand in hand with USS Emory S. Land (AS 39) to deliver capability to the fleet employing the "team" tender concept. In this concept, one of the tenders is assigned as the lead maintenance activity, responsible for the repair, re-arm and re-supply mission in Guam. The other tender is in an expeditionary role to deliver the capability where required.

The tenders also operate as hybrid units with Military Sealift Command (MSC) holding responsibility for navigation and engineering among other shipboard responsibilities. As part of this construct, there are both MSC and Navy supply personnel assigned to each unit. The MSC supply department is responsible for supply of their mission areas, which include food service, laundry, and HAZMAT division. This model leaves the Navy supply department focused on supporting the repair, re-arm and re-supply mission as well as other typical shipboard services divisions.

The stock control (S1) and (S8) divisions work seamlessly to attain mission accomplishment. Stock control division manages the operating target (OPTAR) and Depot Level Repairable (DLR) program. The S1 division also manages the OPTAR and DLR programs for all parts utilized in the intermediate maintenance of Guam homeported submarines and emergent Voyage Repairs of visiting submarines and ships. DLR management and carcass tracking for parts utilized to repair other submarines also adds its own unique challenges in carcass tracking as the assets for turn-in will not arrive until the unit is in port. Often there is limited

time to receive carcass before they depart again.

The Materials Division (S8) mission centers on issuing, on-loading, and off-loading material to support tender operations and submarines. This division also maintains several storerooms, ensuring over 14,000 line items of critical Navy Working Capital Fund (NWCF) material is visible, source-able and available for the

U.S. 7th Fleet by providing a multitude of services. The disbursing and sales operations are able to provide visiting or tended units with Navy Cash cards so they may utilize our vending and Ships Store outlets. Cable is also able to offer barber services from our fully functional barbershop from anywhere in the 7th Fleet to help Sailors maintain grooming standards.

Hazardous Material Transient Shed on Naval Base Guam's Polaris Point in Piti, Guam. It provides vital support for the submarine tenders and forward deployed naval vessels of the 7th Fleet. The transient shed serves as a multi-functional warehouse and provides vast waterfront functions including a Fleet Freight Forwarding receiving point. It also stages and receives NWCF material, stores for tended units, manages vehicles and material handling equipment and provides 24/7 around the clock base operating support contract services as requested by the lead maintenance activity. This division is typically manned by the expeditionary tender with OPCON to the lead maintenance activity supply officer.

During the 2020 COVID-19 pandemic, GSSD was able to steadily support 14 forward deployed naval forces without interruption acting as the buffer area between clean and dirty work-forces. The team has great pride in delivering on-demand logistics solutions amid the most challenging conditions, and continues to support the Pacific warfighter mission while maintaining the utmost professionalism, and teamwork.

The ROVSS division supports the ship's repair department by providing logistics support in the procurement of supplies, materials and contracting services necessary to perform intermediate level maintenance on tended units, home ported submarines and deployed surface ships within the Indo-Pacific theater of operations. Over the last year as lead maintenance activity in Guam, Cable has conducted five submarine continuous maintenance availabilities, 37 Submarine voyage repair periods and 13 surface ship voyage repair periods. This action extended the reach of our forces by conducting this maintenance in a forward deployed port.

The S6 Customer Service Division provides logistics support in the procurement of supplies, materials, continuing services, open purchases and contracting to the ship and repair departments supporting team tender's mission. The division also executes daily operational requirements such as managing the suspense listing,

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Sales Division (S-3) RS3 Zackary Houtz diligently performing his duties as the ship store operator onboard USS Frank Cable, helping to boost morale and ensure that the crew has everything they need to get through the work day.



Sales Division (S-3) RSSN Nicole Depayso, one of the ship's barbers on USS Frank Cable, works methodically to give the perfect haircut and help maintain grooming standards aboard.

fight. This division also supports submarines with "boat drops."

"These boat drops allow submarines homeported and transiting in the AOR to provide requisitions directly to the tender for fulfillment," said Lt. j.g. Brightwell, USS Frank Cable stores officer. "This greatly decreases customer wait time of stock requisitions."

The tender also maintains a Ships Store within retail services division (S3) and a disbursing division (S4). Cable is able to support the crew as well as submarines and surface combatants in the

"I enjoy working in S3/S4 because it gives me an opportunity to interact with the crew and see the positive impact our team has on moral, not just on Frank Cable Sailors, but across the fleet," said Lt. j.g. Jeremy Hinson, USS Frank Cable disbursing/sales officer.

Unique to Submarine Tender Supply Departments are the repair of other Vessels Supply Support (ROVSS) Division, the Guam Supply Support Division (GSSD), and the non-aviation S6 (Customer Service) Division. The GSSD supplies a Waterfront Transient Shed and



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priority material office referrals, bearer walkthroughs, material outstanding file, material outstanding validation, and shipping material including training assigned repair parts petty officers.

The tenders also maintain a forward deployed Post Office (S12). This division provides a variety of services in reception and delivery of mail from all around the world and is postured to support the official mail requirements of tended units. Each piece of mail, whether it is a classified material that has critical mission impact or a simple personal letter from a relative or close friend, carries heavy importance.

“Our primary goal is to help increase the quality of life to the greatest extent possible,” said Lt. j.g. Caleb Cobb, USS Frank Cable postal/QA officer.

The tenders also have a supply quality assurance division that ensures the other supply divisions aboard hold true to their immense standards of accountability. The overall goal is to provide a verification system in which each division has an outside source to help solidify and maintain consistent inventories. This division ensures that each minor discrepancy discovered is remedied with the utmost haste and focus, while being consistent with providing recognition to the divisions who have well maintained and precise inventories.

The support and capabilities that the submarine tenders bring to bear are substantial and keep submarines deployed. The repair, re-arm and re-supply mission accomplished by the tenders provides more on station time for the warfighter. All of this is enabled by the supply professionals of team tender.



USS Frank Cable Stores Division (S-8) Logistics Specialist 3rd Class Jasmin Oropeza meticulously pulls crucial assets for waterfront submarines at a moment's notice.



USS Frank Cable (AS 40) departs Pearl Harbor following a port visit. —photo by Photographer's Mate 3rd Class Ian W. Anderson

## Expanding Horizons, Female Chops

By Lt. Katherine Black, SC, USN



USS Michigan (SSGN 727)  
Courtesy photo

### The Future for Integration

Nearly 10 years have passed since women first reported to submarine duty. The Supply Corps community was the tip of the spear in this historic change and claimed the respected submarine supply corps “Dolphins” for this new generation of female submariners. There have been several generations of supply officers, referred to as ‘Chops,’ since then, and as the number of dolphin-wearing female supply officers has grown, so has the interest of female supply officers who are eager for the opportunity.

Today, we are seeing a wave of female nuclear submariners returning to sea for their department head tours, and the first round selected to be executive officers aboard submarines. As our nuclear sisters progress in their careers, expanding the number of integrated submarines in a variety of locations and platforms is needed to increase the diversity of experience and professional development. As a result, there are 12 submarines slated for integration in the next five years to include new fleet concentration areas such as Pearl Harbor and San Diego. Every integrated submarine must have a female department head to fill the essential role of senior mentor to the female junior officers. For female Chops, this means there is a strong preference for second tour, prior enlisted or lateral transfers from other communities to fill these newly integrated platforms.

This deliberate integration plan will dramatically improve the variety of opportunity for female submariners, but it will also

double the number of submarines that are available to female supply officers. There has not been a surge of integration this tenacious since the Women in Submarines program was first established. The pressure is on to find motivated candidates interested in the opportunity. This is good news for the numerous motivated women who are pursuing a submarine tour for the few billets on the table. The focus is always to select the best supply officer for independent duty, and historically some of the best candidates must wait, or are passed over based on availability of integrated submarines. Although these billets are not “locked-in” for a female Chop, it is a step closer to the billet flexibility that exists in the surface, air, and expeditionary communities where supply officers may compete for independent duty tours without being constrained by male/female integration barriers.

### Leading the Way in Submarine Support

As our female Chops have successfully completed their tours and progressed in their careers, several are paying forward their experience and passion for the submarine service in high visibility billets. Today, there are female Chops spread across each fleet concentration area serving at the squadron, Type Commander, and command milestone level to provide direct leadership and support to their submarine mission sets. The appearance of these women at key commands allows them to interact with, train, and monitor non-integrated submarines and submariners who previously did not have the opportunity

to work with their female counterparts. Below are highlights of these Chops who are currently serving at these important and challenging billets.



Lt. Megan Stevenson by the Groton waterfront. —photo by MCC Joshua Karsten

### Lt. Megan Stevenson, supply officer, Submarine Readiness Squadron 32

Lt. Megan Stevenson is a native of Maine and commissioned through Officer Candidate School (OCS). After completing the required service schools, she reported to USS Louisiana (SSBN 743) (Gold), homeported in Bangor, Washington. While serving as the supply officer, she completed three strategic deterrent patrols from March 2017 to July 2019.

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In July 2019, she reported as the assistant supply officer to Submarine Readiness Squadron (SRS) 32, in Groton, Connecticut. She currently supports 22 submarines within Commander, Submarine Squadron (CSS) 4 and CSS 12 in supply operations, and provides direct training and mentoring to the supply officers assigned to those units. Her role is to supervise a unique support element that the Submarine Force has, which encompasses a fully-fledged team of civilians, logistics specialists, and culinary specialists assigned to provide logistics support to their units. She routinely gets underway to perform Supply Technical Assist Visits to prepare her units for their Supply Management Inspection (SMI), and ensures monitors are conducted every month to maintain positive trends on the waterfront.



Lt. Naomi Green outside SRS 36 building. —photo by Lt. Cmdr. Daniel Harman

**Lt. Naomi Green (Supply Officer, Submarine Readiness Squadron 36)**

Lt. Naomi Green is a native of Sacramento, California. In 1999, she enlisted in the Navy as an aviation storekeeper and subsequently served on USS Abraham Lincoln (CVN 72), Naval Hospital Bremerton, USS Chafee (DDG 90), and Afloat Training Group Middle Pacific. She attended Saint Joseph's College of Maine earning a Bachelor of Science in Business Administration and commissioned through the Limited Duty Officer Program in 2013. Two years later, she



**Above:** A Veteran's Day 2021 tribute to LOGSU 3. From top left to bottom right: HMC Josh Nudelman (medical LCPO), Cmdr. Rich Whitehead (medical DH), Cmdr. Krysten Ellis (LOGSU-3 commanding officer), GM1 Madeleine Bohnert (armory LPO). —courtesy photo

earned two masters degrees from the University of Oklahoma, a Master of Arts in Economics and a Master of Arts in International Relations. After attending the basic qualification course she reported to USS Nimitz (CVN 68) as the S6 officer, completed shore duty as the officer in charge at Aviation Support Detachment Iwakuni, and then reported as the supply officer aboard USS Florida (Blue) (SSGN 728) in Kings Bay, Georgia. She is currently serving as the SRS 36 supply officer in Kings Bay, Georgia and oversees eight SSBN/SSGN submarines to monitor their training, mission readiness, and emergent demands in support of the strategic deterrence mission. She received the 2020 VADM Robert F. Batchelder Award for her work while assigned to USS Florida (SSGN 728), which is presented annually to supply officers who made significant contributions to the supply readiness of our operating forces.

**Lt. Taylor Deegan (SUBPAC N412A, Integrated Logistics Program Manager)**

Lt. Taylor Deegan is a native of Gilbert, Arizona. She received her bachelor's degree from Arizona State University in Biomedical



Lt. Taylor Deegan on the Commander, Submarine, U.S. Pacific Fleet balcony. —photo by Lt. Cmdr. Tucker McKenney

Engineering, and commissioned through OCS in 2016. She served aboard USS Georgia (SSGN 729) (Gold) and witnessed its full integration with female enlisted personnel. At Commander, Submarine Force, U.S. Pacific Fleet (SUBPAC), her operational readiness duties revolve around monitoring

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high priority requisitions, directing critical material transfer directives, managing the 2M/Gold Disk program, and working with NAVSUP Weapon Systems Support on supply chain challenges. She is also the COVID-19 action officer and manages Commander, U.S. Pacific Fleet required personal protective equipment to deploying units. As the submarine escape immersion equipment suit program manager for the Pacific submarines, she orders and replaces suits in alignment with the annual inventory. During her time at SUBPAC, she also temporarily filled as the Naval Submarine Support Center, Pearl Harbor supply officer where she performed ISIC monitors and provided oversight to waterfront Depot Level Repairable management, hazardous materials, and food service standards.

**Cmdr. Krysten Ellis (Commanding Officer, LOGSU-3)**

Cmdr. Krysten J. Ellis is a native of Knoxville, Tennessee and graduated from Auburn University in 2003 with a Bachelor of Civil Engineering (Suma Cum Laude). Her first tour was a nuclear power school instructor at Naval Nuclear Power Training Command in Charleston, South Carolina. She accepted a lateral transfer into the Supply Corps and graduated from Navy Supply Corps School in August 2007. Her operational assignments include: sales officer for USS Bonhomme Richard (LHD 6); assistant officer in charge and operations officer on USNS Richard E. Byrd (T AKE 4); and supply officer on USS Georgia (Gold) (SSGN 729) and USS Wyoming (Gold) (SSBN 742). Her shore assignments include: supply officer at Special Boat Team TWENTY; Naval Sea Systems Command Headquarters; and United States Special Operations Command Headquarters. She

Commissioning ceremony, Pearl Harbor. from left to right: Cmdr. Krysten Ellis (LOGSU-3 commanding officer), Ens. Adrienn Tavas-Baker (former SOPR), CWO3 Jean Barbee (LOGSU-3 admin officer). —photo by EO2 Vernon Fowler

graduated with honors from Naval Postgraduate School in Monterey, California in 2015, and earned a Business Administration Master's degree. She was awarded the NAVSUP Award for Academic Excellence in Management and Cmdr. Philip A. Murphy-Sweet Memorial Award for Excellence in Acquisition.

Ellis currently serves as commanding officer, Naval Special Warfare Group THREE Logistics and Support Unit (LOGSU-3), the undersea support proponent for Naval Special Warfare (NSW) undersea and maritime mobility. This unit provides man, train, equip and maintenance functions for worldwide deployment for purpose, training and augmentation of NSW platforms and operations in support of national missions and theater

priorities. As the nation's only truly clandestine insertion capability in a shallow water environment, in coordination with the submarine community, they operate and maintain the Dry Deck Shelter and SEAL Delivery Vehicle fleet. The LOGSU-3 commanding officer position needs a firm understanding of the Submarine Force and NSW organizational structures, procedures, and certifications. Unlike LOGSU-1/2, over half of the LOGSU-3 workforce consists of specialized maintenance ratings who navigate these complex undersea assets. As a supply officer, Ellis is uniquely able to bridge the gap between NSW and Submarine Force operations and logistics to meet readiness needs.

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Lt. Katherine Black in the Commander, Submarine Force Atlantic breezeway. –photo by LSSC(SS) Juan Acevedo

Lastly me,

### Lt. Katherine Black (SUBLANT N412, Submarine Logistics Support officer)

I was born in Mississippi and grew up in various states and overseas duty stations with the Air Force. I earned my bachelor's degree from the University of Memphis in English Language and Writing, and commissioned in 2014 through Naval Reserve Officers Training Corps. My first operational tour was disbursing officer aboard USS Winston S. Churchill (DDG 81), where I completed a 5th Fleet Deployment, INSURV, and Joint Warrior exercise. I opted for back-to-back sea to serve as the Chop aboard USS Minnesota (SSN 783) from 2018-2020. While aboard USS Minnesota, I completed four submarine command courses, an SMI, and a seven-month deployment to the U.S. European

Command area of responsibility. I currently serve at Commander, Submarine Force Atlantic (SUBLANT) as the submarine logistics support officer and oversee ten submarines in shipyard availabilities by conducting periodic reviews, establishing Integrated Logistics Overhaul (ILO) guidance, and coordinating with ILO sites on major milestone events. In addition, I act as a SUBLANT expeditor coordinating with In-Service Engineering Agent, SRS, Priority Material Office and Commander, Submarine Group 8 to move material overseas for deployed units. I am currently enrolled at the University of Memphis to obtain my master's in Business Administration. 🌟

hours/three times a day, depending on the boat's watch rotation. The boat utilizes either the deployed or non-deployed Submarine Force (SUBFOR) Navy Standard Core Menu. The biggest difference between the two is the deployed menu decreases the available items down to one entrée, one starch and one vegetable to increase endurance. Many boats also offer a sign-up for a healthy option (chicken or fish) as an alternate, but only while supplies are available. The force has used this method for years but has recently been codified by the deployed menu. This model has been mirrored, although not as

drastically, by the surface fleet in support of the Denied Communications Initiative, since the nature of submarines is maintaining optimal endurance while operating in a denied communications environment.

So where do we store all of the food? The short answer is... everywhere. Once the storerooms are full, #10 cans are stacked in passageways, berthing, and

the engine room. The cans are usually covered in plywood so they can be walked on. Other items like pasta and drink mixes are put into laundry bags and hung throughout the ship. Because submarines do not pull in to port often, or normally conduct at-sea replenishment, fresh fruits and vegetables, milk and most dairy do not last more than a couple of weeks. Therefore, we typically don't carry much, if any, when deploying. The little we do carry is stowed in our reach-in refrigerators. Additionally, we convert our chill box into a second freezer and load them all the way up to the doors. The bulk storeroom custodian, or "jack of the dust," really has their work cut out for them digging and crawling their way back to needed items during break-outs.

Because of the limited storage space, nearly every product is made from scratch or speed-scratch. This affords a CSS the opportunity to show off their skills. It is always exciting to see what spin each division puts on some of the crew favorite meals such as pizza night, burger day, and taco Tuesday. Made-from-scratch bread and fresh pastries are also crew favorites, as their aroma permeates throughout the ship.

Combat Sustainment is a SUBFOR Supply Department (N41) initiative to increase endurance of our combat ready submarines, ensuring maximum time on station at moment's notice. A couple of years ago the question was asked, "Can we load out MREs to increase underway endurance?" Because of the off-gassing of the heaters and large amount of generated plastic, MREs were not considered a viable option, so SUBFOR began exploring other options. After searching industry and working with Natick Labs, we determined that freeze dried proteins could assist in our goal of increasing endurance since it needed no refrigeration, and protein stored in freezers is normally our limiting factor for endurance. After testing by Natick Labs and aboard several submarines, SUBFOR has implemented the use of freeze dried sliced chicken, ground beef, and ground sausage in the next menu revision. We continue to develop recipes and solicit the fleet for additional ideas and feedback. Additionally, we have begun discussions with the Defense Logistics Agency, NAVSUP, and Natick Labs to look at future ration options for more extreme scenarios. 🌟



Left: Pizza Night onboard USS Texas (SSN 775). Pizza is always done from scratch in submarine galleys. –photo by CSSCM(SS) Ted Paro

Below: Wardroom hospitality aboard USS Texas (SSN 775). –photo by CSSCM(SS) Ted Paro

Dry Storeroom aboard Ohio Class submarine. –photo by CSSCM(SS) Rick Watts



## Submarine Food Service

By CSSCM(SS) Richard Watts  
CULINARY SPECIALIST, COMSUBLANT

Although procedurally the same as our surface and ashore food service counterparts, submarine food service is unique in how we accomplish feeding our crews. Most submariners will tell you that the Culinary Specialist (CSS) division drives the morale of the boat, but more than that, we play a vital role in keeping the boat on station. Nuclear power means that fuel does not have to be replenished, but provisions do. It is often said that food will pull the submarine in before most material issues if you are not planning or managing your inventory properly. This article aims to show a little insight into how we operate and some of the future initiatives we are exploring.

The typical submarine is assigned one supply officer, called 'Chop', who is also the food service officer, and six to seven CSSs led by a chief or first class petty officer. While underway, most divisions utilize one galley watch captain to prepare a meal every eight



The Blue Crew serving sloppy Joe's aboard USS Wyoming (SSBN 742). –photo by CSSCM(SS) Rick Watts Force





Submarine logistics specialist conducting an inventory. —photo by MCC Joshua Karsten

# Submarine Logistics Specialist

By LSSCS (SS) Juan Ramos  
LOGISTICS SPECIALIST, COMSUBLANT FORCE

**Submarine Logistics Specialists (LSS) are assigned to either fast-attack (SSN), guided missile (SSGN), or ballistic missile (SSBN) submarines for their initial sea tour. Ashore they may work in an office or warehouse, often in an independent capacity. The varied working environment aboard a submarine provides an excellent opportunity to learn a wide range of material management, inventory management, computer operation, and accounting skills based on their job qualifications and performances.**

Loading parts on a submarine, particularly on smaller SSNs, can be a complicated and physically demanding evolution. Due to the limited space aboard and locker use, the LSS is trained to break down material to its bare packaging to maximize stowage. Although every work center has designated stowage, not all submarines are created with the same layout. For our LSSs, this is where it is essential to understand the principles of safe stowage to ensure the material is not damaged in rough sea states, or steep angles that may occur when the submarine ascends or descends.

Dealing with small confined spaces is and always will be a challenge for our LSSs. Crawling over pipes, under engine components, and even in tank storage areas is common. Finding these locations for the first time can feel like a treasure hunt for the junior LSS. Hazardous material (HAZMAT) is another challenge as there are only 1-2 flammable lockers. The LSS has to utilize their training, identify lockers that meet the requirements, and conduct monthly reviews and audits. Strict enforcement of this program throughout the ship is crucial as casualties aboard submarines, especially a hazardous one, can escalate rapidly and force the submarine to surface. It is everyone's responsibility to execute safe handling of HAZMAT.

For inventories aboard, it differs between the SSNs and SSGN/SSBN. The SSNs have locker stowage throughout berthing and in berthing racks. This at times can become cumbersome due to the Sailor's sleeping schedule, and finding a time to pull the material to issue it out. Sometimes, emergent issuing occurs due to casualties. It is crucial to ensure that our LSS has good practices and does not damage or lose the material when stowing parts. Failure to ensure the validity of 98.5% or above can cause an issue as replenishing

material is not possible when you are hundreds of feet below the ocean and limited in communications.

The LSS goes through various training and operations preparations for a deployment or strategic patrol, depending on the submarine class. To get there, the Immediate Superior in Charge will conduct a Supply Technical Assist Visits (STAV) to assess the overall operation and health of the department. This assessment involves reviewing stowage onboard, receipt process, financial management, daily operations, and training execution. Once the STAV is conducted and any corrective actions are completed, Type Commander will conduct a Supply Management Inspection (SMI) similar to a Supply Management Certification conducted in the surface fleet. The mission of the SMI is to ensure the submarines can support safe and sustained independent operations at sea. Once a submarine is at sea and submerges below periscope depth, communications are limited, and it is up to our Sailors.

Submarine qualifications are a requirement and have to be part of their lifestyle aboard. Managing this along with drills and divisional duties can be a challenge. With an eight-hour, three-section watch rotation around the clock, it is up to our LSSs to adjust their schedule to support issuing, stowing, and inventory of material, and ensure they are well rested to stand watch. A routine day can consist of a quiet operation at sea or fast-paced firefighting and flooding drill simulations.

The LSS career path includes foundational training as a logistician, which includes both knowledge and practical skills. The LSS course is in development through coordination with the

Center for Service Support and logistics subject matter experts with a course pilot this fall, the first for submarine logisticians. A great deal of time and input was provided by all stakeholders, with some of the key points for submarine specific training being stowage (lockers and storerooms) to HAZMAT handling. Practical training spaces or labs will be used for Sailors to practice conducting inventories and other basic skills as well as begin stowing parts and material aboard. LSS Sailors will be familiarized with both naval supply and submarine specific instructions, policies, and forms, as well as practice using logistics databases (R-Supply) and generated reports to maintain and validate onboard inventories.

The Submarine Force is very fortunate to have a highly skilled and dedicated group of subject matter experts involved with developing and reviewing the initial LSS 'A' School course. LSSCM Mackie Johnson, LSSCM Bryant Guzman, and LSSCM Joe Johns began the journey with LSSCS Mike Lukachie, reviewing and making recommendations to course content and lab configuration. The goal is to provide the LSS Sailor with the requisite skills to report aboard and make an immediate impact to the team and a solid foundation for supervisors to develop those Sailors through their careers. 🌟

Below: LSS2(SS) Arata issuing parts aboard USS Greenville (SSN 772). —photo by MCC Joshua Karsten



The Navy Supply Corps Newsletter



# Supporting the Silent Service

By Lt. Megan Stevenson, SC, USN

Based in Groton, Connecticut, the submarine capital of the world, a team of supply officers, subject matter experts, junior Sailors, and civilians, provide support to 22 submarines. These boats are in various stages of their lifecycle ranging from pre-commissioned units and deployers, to sending boats on their final underway for decommissioning. Submarine Readiness Squadron's (SRS), formerly known as Naval Submarine Support Centers, primary goal is to provide effective and efficient supply support that meets all mission requirements and timelines of our assigned units.

Being a supply officer on a submarine is an arduous task. Supply officers are one of one, often on their first operational tour, and learning how to be a department head. Many questions and actions may require help; ranging from clarification on publications, stock checking a part in OneTouch while in a communication constrained environment, and planning a food menu to support a crew of roughly 150 personnel for 90+ days without replenishments. These demanding tasks, combined with the nature of independent operations, means direct assistance by the local Immediate Superior in Charge, or SRS, is essential to keeping submarines ready for sea.

On a daily basis, members of the SRS team will work closely with the Fleet Logistics Center (FLC), Defense Logistics Agency, and Priority Material Office to ensure needs of the unit are met in a timely manner. We make sure parts and food deliveries are expedited and coordinated to avoid scheduling conflicts with all parties involved. This involves a wide variety of tracking, including approving cannibalization messages, ensuring MILSTRIPS are processed properly, hand carrying high-priority parts overseas to a port call, and receiving then loading food on tugboats for brief stops for personnel and cargo, the submarine's version of sustainability replenishments.

The communication-constrained environment that submarines operate in creates unique challenges for the submarines. This is another area where SRS is able, as a shore-side facility, to step in and help. This is done through checking parts in OneTouch, interfacing with item managers on behalf of the

submarine, and communicating with overseas squadrons to support deployed units. Some of the specific support functions that we provide to all assigned submarines include: holding a government credit card for processing all open purchases requests, having an Advanced Traceability and Control representative to process Depot Level Repairables and conduct recons with, and providing FACET scanning and uploading for all Financial Improvement and Audit Readiness documents.

In addition to the communication constraints, submarines also face the added difficulty of functioning primarily on classified systems. As a result, this requires SRS to ensure entities that only function on unclassified systems receive all correspondence on behalf of the submarines. This requires SRS to downgrade files and submit them on behalf of assigned submarines. Some examples include transferring files from the unclassified system to the classified system, and loading files to the file transfer portal.

The SRS also provides weekly classroom training for waterfront supply officers, leading logistics specialists, and leading culinary specialists. Hands-on, one-on-one monitors are done once a month on the submarines in port. These monitors allow for a deep dive review of a specific program to assess the personnel knowledge and overall health of the operation. When needed, SRS personnel work closely with the submarine to ensure they are provided with the tools and assistance necessary to make improvements to programs that are struggling in order to be successful in the future.



Submarine Readiness Squadron 36, Kings Bay, Florida supports the Atlantic ballistic missile submarine fleet. —photo by CSSC(SS) Terrell Garret



The officers and chiefs at SRS routinely go underway with units for short periods. Due to vast differences in the operational tempo and schedule when underway versus in port, the one-on-one training and mentorship can be extremely useful for supply officers and leading petty officers in their first leadership role. Time management skills along with suggestions for how to best work with the limited space and communications are often discussed and implemented on these shorter rides.

The SRS team wears multiple hats as a teacher and an inspector. Inspections happen throughout the lifecycle of a submarine and SRS is involved in all of them. Some examples include the habitability inspection for pre-commissioned units to stand up their galleys and berthing spaces, working up to deployments, and conducting a Supply Technical Assist Visit coming out of major availability, which is equivalent to Supply Management Certification (SMC) 1.1 in the

surface fleet. Roughly six months later Type Commander conducts a Supply Management Inspection (SMI), equivalent to SMC 1.4 in the surface fleet. To support the unit during this inspection, SRS will ride and serve as a liaison and advocate on behalf of the submarine with the SMI team. Roughly halfway through deployment, SRS conducts a mid-deployment check ride. This presents an opportunity to get a “snapshot” idea of the health of the supply department halfway through a deployment. It provides the ability to interact and ask questions they might have encountered on the first half of the deployment, and allows SRS to offer “rudder adjustments” to help keep them on the right track for the second half of their deployment. SRS also travels nationally and internationally to support submarines that pull into non-navy ports, and serve as the boat representative to ensure they are receiving all support necessary.

SRS' greatest reward is deploying supply department units that will be able to support their boat and the mission. Working at SRS means busy days filled with new challenges, and experiencing the reward of having a direct impact of submarines completing missions at the tip of the warfighting spear. 🌟

Above: Submarine Readiness Squadron 32, New London, Connecticut, supports the bulk of the Atlantic fast attack fleet. —photo by MCC Joshua Karsten



# Sustaining the Submarine Warfighter

By Lt. Tony Webb, SC, USN

**Welcoming a fast attack submarine to Tromso, Norway.**  
Left to right: Rear Adm. Rune Andersen, Chief of Royal Norwegian Navy; Lt. Tony Webb, COMSUBGRU 8 supply officer; MMACS Mitchel Gatton, COMSUBGRU 8 Supply.  
—photo by MMACS(SS) Mitchell Gatton



Commander Submarine Group (COMSUBGRU) 8, based in Naples, Italy, is an operational task force that exists to direct and support submarines in the U.S. European Command and U.S. Africa Command to execute national and theater tasking throughout all levels of conflict. After 15 years without a supply officer billet at COMSUBGRU 8, the submarine community's newest logistics team celebrates its inception by highlighting their contributions to submarine operations. Established in 2019, the supply team at COMSUBGRU 8 improves warfighter readiness, not just for submarines, but also for deploying commands throughout the European and African theater by finding solutions to complex logistics challenges. Unlike traditional submarine support commands, the COMSUBGRU 8 logistics team travels to every location to conduct a site survey, ultimately ensuring visiting submarines and ships are able to conduct seamless logistics operations. The COMSUBGRU 8 Supply Department is playing a vital role in expanding maintenance and logistics capabilities across the theater.

"A key role of the team is managing relationships between U.S. and foreign logistics agencies in theater, in the continental U.S., and across the world," said Chief Culinary Specialist (SS) Stanley Smith, COMSUBGRU 8 Supply.

A major challenge in the area of operations is conducting logistics for port visits in the High North. The Arctic is a vital region where U.S. Sixth Fleet operates to ensure maritime security and stability. Working with regional NATO Allies and partners, the logistics team is able to maintain continuous operations. Conducting complex logistics evolutions allows U.S. ships and submarines to remain uninterrupted on station for long periods. COMSUBGRU 8 leads the effort in expanding critical logistical support for submarines and Sixth Fleet deployers in preparation for the ever-changing maritime environment. Establishing the necessary infrastructure, facilities, personnel and storage is imperative for operational readiness.

Complex logistics do not happen on their own and the COMSUBGRU 8 team relies on regional allies and partners. Most recently, the logistics team visited Norway to work through a variety of logistics hurdles, resulting in seamless support for High North operations. This visit deepened security cooperation with Norwegian partners. The COMSUBGRU 8 logistics team not only provides logistics and ensures sustainment for submarines in the European theater, but also remains postured to find logistical gaps in theater and come up with solutions to support the warfighter. 🌟

# 2021 Navy Food Service Winners Awarded during Virtual Event

By Matthew Morrison

OFFICE OF CORPORATE COMMUNICATIONS, NAVAL SUPPLY SYSTEMS COMMAND

While the 2021 Military Food Service Awards Dinner was canceled due to COVID-19, the National Restaurant Association Educational Foundation (NRAEF) recognized the importance of celebrating this year's award winners representing all branches of the military. For the second year in a row, they accomplished this by hosting a Military Food Service Awards virtual celebration.

The program included an introduction to the NRAEF Military Program, the Military Food Service Awards, highlights from the traveler's program and base evaluations, recognition of each winning base, and messages from supporters as well as military leadership.

Robert Gifford, president of the NRAEF, provided opening remarks. "You represent the best of the best in military food service. You've proven your success by being honored with these awards tonight," said Gifford. "Thank you for your service to our country and to our industry."

The Navy winners were announced in a March ALNAV message.

This year's afloat winners, representing the Navy's Undersea Enterprise, Surface Warfare Enterprise, and Naval Aviation Enterprise, were USS Jimmy Carter (SSN 23), USS McFaul (DDG 74), USS Iwo Jima (LHD 7), and USS Dwight D. Eisenhower (CVN 69).

This year's ashore winners, representing Commander, Navy Installations Command, were Trident Inn, Naval Base, Kitsap, Washington; Gator Inn, Joint Expeditionary Base Little Creek, Virginia; and Ristorante Bella Etna Dining Facility, Naval Air Station Sigonella, Italy.

Commander, Naval Supply Systems Command (NAVSUP) and Chief of Supply Corps Rear Adm. Peter Stamatopoulos provided the following statement congratulating this year's winners.

"Each of you and your teams have shown great skill and devotion while serving the fleet. Be proud of this special achievement and continue to take a tremendous amount of pride in the support you provide to our warfighters and the contributions you make that allow our Navy to be recognized as a force to be reckoned with across planet earth," said Stamatopoulos. "Without you our Sailors are not fed and our Navy does not fight."

NAVSUP oversees the development of the Navy Standard Core Menu, the Master Load List, and nutritional value of Sailors' food options in conjunction with the Department of Defense Go for Green® initiative, contributing to Sailor readiness and ability to operate at peak performance.

The Secretary of the Navy and the International Food Service Executives Association established the Capt. Edward F. Ney Awards Program in 1958. The awards recognize the best galleys in the Navy and encourages excellence in Navy Food Service programs with the objective of improving readiness and quality of life for Navy personnel. 🌟

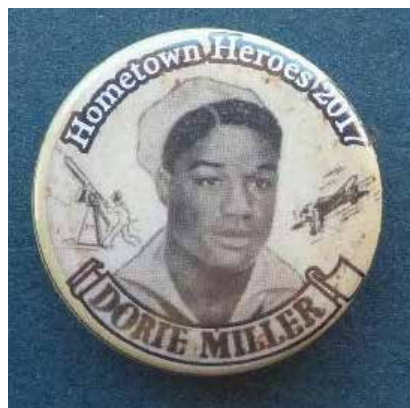


Rear Adm. Peter Stamatopoulos presents Trident Inn culinary specialists with the Captain Edward F. Ney Memorial Award trophy onboard Naval Base Kitsap, Washington. Trident Inn won the West Coast General Mess Category of the 2021 Captain Edward F. Ney Awards.  
—photo by MC2(SW/AW) Jessica Tukes





**Above:** Doris Miller, Mess Attendant, USN, (1919-1943) just after being presented with the Navy Cross by Admiral Chester W. Nimitz, on board USS Enterprise (CV-6) at Pearl Harbor, 27 May 1942. The medal was awarded for heroism on board USS West Virginia (BB-48) during the Pearl Harbor Attack, 7 December 1941.



**Left:** Modern pinback of hero Dorie Miller.

## Doris Miller: Messboy, Steward, Cook, Hero, “Lion of the Sea”

by Dan McKinnon

“The President of the United States of America takes pleasure in presenting the Navy Cross to Mess Attendant First Class Doris Miller (NSN: 3561235) United States Navy, for exceptional courage, presence of mind, and devotion to duty and disregard for his personal safety while serving on board the Battleship USS West Virginia (BB-48), during the Japanese attack on the United States Pacific Fleet in Pearl Harbor, Territory of Hawaii, on 7 December 1941. While at the side of his Captain on the bridge of the battleship USS West Virginia, Mess Attendant First Class Doris Miller, despite enemy strafing and bombing and in the face of a serious fire, assisted in moving his Captain, who had been mortally wounded, to a place of greater safety, and later manned and operated a machine gun directed at enemy Japanese attacking aircraft until ordered to leave the bridge. The conduct of Mess Attendant First Class Doris Miller throughout this action reflects great credit upon himself, and was in keeping with the highest traditions of United States Naval Service.”



### Foreword

*He was not a cook. He was an officer's mess attendant, a “messboy,” collecting wardroom linen in the laundry, when fate took Dorie Miller to the signal bridge of a battleship and heroism, on “a day that will live in infamy.”*

*In 2030, USS Doris Miller (CVN 81) will be commissioned in his honor to make clear to all that, “One nation under God,” is also, one people.*

*It was not always that way.*

*This essay is about Dorie Miller, a man whose life speaks for thousands.*

*This is his story; this is his song.*

### “Lion of the Sea”

It was on the battleship USS West Virginia (BB 48) tied up at Ford Island in Pearl Harbor that early morning when the Japanese attacked. At least five torpedoes hit West Virginia in the first few minutes. When Miller got to his battle station in the ammunition magazine for the amidships anti-aircraft battery, it had already been destroyed. As the ship was sinking, quick counter-flooding kept it from capsizing. Miller rushed to a location on the ship known as “Times Square” to make himself available.

The ship's Communications Officer, Lt. Cmdr. Doir C. Johnson, ordered Miller to accompany him to the bridge to assist in moving West Virginia's Commanding Officer, Capt. Mervyn Bennion, to a less exposed location. Miller, over six feet two and a championship boxer, and another Sailor moved Bennion behind the conning tower for better protection, but the captain insisted on remaining on the bridge.

Lt. Frederic H. White ordered Miller to help Ensign Victor Delano load the unmanned two .50 caliber anti-aircraft machine guns. The ships in Pearl Harbor were at “Condition Baker,” equivalent to Condition III readiness at sea. A quarter of the anti-aircraft guns in the harbor were manned and ready. White gave Miller, who had some previous 5”/25 caliber gun training on board USS Nevada (BB-36), quick instructions. After momentary distraction, he turned to see Miller firing at Japanese aircraft. White fed the ammo to Miller and to Delano on the other gun. There are various accounts about the number of planes Miller may have shot down. There is no way of knowing. Anti-aircraft fire was so intense that it is not possible to

determine exactly which gun shot down which aircraft. The .50 caliber guns were of limited effectiveness before an attacking aircraft's torpedo or bomb release. Dorie thought he brought down one. The best they could do was keep an attacking aircraft from circling back for another run. They fired until they were out of ammunition.

Lt. Claude V. Ricketts, who went from seaman to four-star admiral, ordered counter-flooding to prevent West Virginia from capsizing. He then ordered Miller to help carry the partially-conscious Capt. Bennion up to the navigation bridge. The Captain died soon after. Miller then helped move many other Sailors, saving lives, with some saying an act as valiant as heroism on the bridge. The ship was ordered abandoned and lost 105 out of her crew of about 1,500. It was later determined that the ship was hit by seven torpedoes and 16 bombs. The ship sank on an even keel, fires eventually extinguished, and the holes patched. The ship lived on. Known as “Wee Vee,” it was refloated in May 1942, and towed to the Puget Sound Naval Shipyard. In September 1944, USS West Virginia (BB-48) returned, fought at Leyte Gulf, Iwo Jima,

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Okinawa, until war's end. In January 1947, it was decommissioned, having earned five battle stars.

Newspapers describing that Sunday morning spoke of a Black Sailor, "who



Early newspaper depiction showing the world a moment of courage on a day that, "will live in infamy."

stood on the hot decks of his battleship and directed the fighting"; a "mess attendant who never before had fired a gun manned a machine gun on the bridge until his ammunition was exhausted." Some false accounts were of a Black Sailor firing a gun from the USS Arizona (BB-39) as it capsized. Three months later the sailor was identified as MAtt 2/c Doris Miller. Then and now, all call him "Dorie." The press and advocates for desegregation and civil rights now had a hero.

Dorie Miller was born on a farm near Waco, Texas. He was an athlete at his segregated high school, and likely did not graduate. In the depth of the Depression, at twenty he set out from his community to find a life. He applied for the U.S. Army and the Depression era employment program, the Career Conservation Corps (CCC), known for its systematic racism, and was turned down. In 1939, he tried to join another segregated community, and was accepted.

The "Union's First Black Hero" of the

Civil War was also a steward and a cook. William Tillman refused to be sold into slavery. Captured on a schooner off the east coast, he went topside one morning from the galley and with a meat cleaver almost singlehandedly recaptured a commercial vessel taken by the first Confederate privateer, Jefferson Davis. He led its safe return to the North. Horace Greeley, in the New York Daily Tribune, wrote of William Tillman and a "nation ... indebted to this black steward for the first vindication of its (the Union) honor on the sea." Booker T. Washington called him, "Lion of the Sea."

From its early history until 1865, the U. S. Navy had been integrated with eight Americans of African descent having received the Congressional Medal of Honor (MOH) during the Civil War. It was the only medal of valor, but nevertheless evidence of exceptional heroism. Then came the post-Civil War Jim Crow era of abuse, the Klu Klux Klan, and finally the 1896 Supreme Court decision making segregation legal, i.e., "separate but equal." The Navy limited the ratings for which Blacks could apply to coal heaver, messman, steward, and cook. Separate, but hardly equal. Blacks served only as enlisted during World War One. Some remained after the war but recruitment of Blacks ceased in 1919.

In 1932, a new "Messman Program" was initiated by Navy Captain Abram Claude, that would bring Americans of African descent into the Messmen Branch. One of six Navy enlisted branches, it managed officer's country and the wardroom with duties performed predominantly by Filipinos. One can only imagine the difficulty. Working his way through prejudice and bureaucracy, Capt. Claude was able to convince the Bureau of Navigation, the predecessor to the Bureau of Naval Personnel that Blacks should return to the Navy as Mess Attendants, perhaps, as one said, "With the least possible publicity." Capitan Claude's initiative has a special place in the heart of Navy Black history.

The best understanding of Dorie Miller's early life, obstacles and success, can be found in former Chief Hospital Corpsman, turned college professor and writer, Richard

E. Miller's 2004 book, "The Messman Chronicles." It is a must read for any who want to understand Black History in the United States Navy.

When Captain Claude set out, there had been no Messman training since WW I. Chinese, the Chamorro of Guam, and Filipinos as U.S. "nationals," performed officer wardroom duties. There were three ratings in the branch; Officer's Cook (Ck), Officer's Mess Attendant (MAtt), and Officer's Steward (OS). Ship's Cooks were in the white Commissary Branch.

Soon there would be established an all-Black segregated Messmen School on the Naval Station in Norfolk, Virginia. An "old and dilapidated" building known as K-West near the train tracks would become home to the first 22 recruits in 1932. Not far from gate number two, the school was moved in the late 1930's to B-East, and remained there until it closed in 1942.

It was B-East where Dorie Miller took up instruction. This was the same building where in 1953 I dropped my seabag in preparation for going on board USS Wisconsin (BB-63) as a third-class Midshipman. No longer a school, it had become the "middies" processing center. We joined a thirty-ship armada that steamed for South America, the largest U.S. naval ship visit to Brazil since World War II. We went ashore in liberty boats



Virginia state historic plaque on board Naval Station Norfolk, honoring the school attended by the Messmen Branch at locations K-West and B-East, "reserved for colored only."

with our fellow Black Sailors.

Dorie Miller's twelve-week course included the usual shipboard duties of firefighting, small arms instruction, infantry drill, and deck seamanship. And then there were the responsibilities of the specialty; the management of a wardroom, the pantry, the linens, china, silver-ware, and serving from the left and removing from the right. For Blacks entering as Officer's Mess Attendant Third Class (MAtt 3/c) in 1932, it was not a matter of choice. Officer Stewards (OS 3/c) learned to make bunks, press uniforms, and shine shoes, skills now well taught at the U.S. Naval Academy and on Midshipman cruises; experience I gained in the Boy Scouts. For Dorie, it was \$21 a month; no tips.

Some liberty was offered in Norfolk on alternate Wednesdays and weekends. The base swimming pool provided segregated hours. If you chose to go to a movie, you could sit in the balcony. The first graduates were ordered to the battleship USS Wyoming (AG-17) in 1933 as a segregated unit. Graduates would move as groups, and over time, other segregated units would be assigned to large, and later small, combatants, slowly displacing Filipinos. It was noted that, "As far as possible, colored and Filipinos should not be employed as messmen on the same ship."

After recruit training, Whites in other branches could move immediately from Apprentice Seamen to Seamen Second Class. Mess Attendants Third Class could not move to Second Class until a year later, which meant lower pay than white contemporary school graduates in other specialties. Dorie Miller was a MAtt 2/c on the morning of his heroism.

This was the school Dorie Miller entered in 1939 after having traveled over fifteen hundred miles, probably by rail in a segregated passenger car. Had it been by road, this future hero would probably have had to sit in the back of the bus. In early debates about accepting Blacks into the Navy official opinions included they, "should not be enlisted for general service" and, "because men live in such intimacy aboard ship ... we simply can't enlist Negroes above the rank of messmen."

Admission into general service rates came in April 1942. Blacks, however, were still then denied petty officer status and assignment to sea duty. It took a war to bring real change.

It was not long after the heroism of Doris Miller appeared on the front pages of American newspapers that he became a celebrity, a symbolic part of an effort to eliminate segregation in the military services.

The National Association for the Advancement of Colored People (NAACP) had been founded in 1909 for a purpose largely unchanged from today, "to ensure the political, educational, social, and economic equality of rights of all persons and to eliminate race-based discrimination." Immediately, the NAACP set out to gain recognition for this new Black hero. Although Americans of African descent were admitted to the U.S. Armed Forces, segregation of Whites and Blacks remained. The Army had a quota in WW II; only ten percent of the draft. Over 1.2 million Americans of African descent served in WW II, and over a million worked in the defense industry, including 600,000 women.

Blacks in the Navy would have their own military segregated "colored units," like the U.S. Army's famous Tuskegee Airmen, the "Red Ball Express," and the Black Panthers tank battalion lauded by General "Black Jack" Pershing.

Blacks joined Bolsheviks and Jews in a German Nationalist Peoples Party poster urging voters to, "get rid of them." The U.S. Army had "loaned" its segregated Black 93rd Division to France in WW I where it fought under French leadership, and wore their uniforms including the distinctive helmet. Perhaps they fought too well; they made this 1933 poster. Dorie was fourteen years old.

At the urging, if not insistence, of First Lady Eleanor Roosevelt, the Navy crewed two ships with Black Sailors, a destroyer escort and a submarine chaser. When commissioned, the destroyer escort, USS Mason (DE-529,) picked up a nickname by some, "Eleanor's Folly." Black Sailors waiting for the ship were assigned

temporary work in steward type duties until BuNav intervened. Old stereotypes die hard. Both the Mason and submarine chaser PC-1264 had white commanding officers except the last CO of PC-1264 was Ensign Samuel L. Gravelly Jr.

Sam Gravelly became Navy's first Black ship commanding officer, and went

Blacks joined Bolsheviks and Jews in a German Nationalist Peoples Party poster urging voters to, "get rid of them." The U.S. Army had "loaned" its segregated Black 93rd Division to France in WW I where it fought under French leadership, and wore their uniforms including the distinctive helmet. Perhaps they fought too well; they made this 1933 poster. Dorie was fourteen years old.



on to become a Vice Admiral and one of the most admired and respected officers in the United States Navy.

On its shakedown cruise to Bermuda, the Mason's Black crew members, unlike white officers and petty officers, were not allowed to go on liberty. The ship saw convoy duty in the Atlantic and on one occasion rescued smaller craft in a storm. Each crew member was recommended for a Letter of Commendation. The commendations were not granted until 1995, fifty years later.

The Navy did not have any Black Medal of Honor recipients in World War II, and neither did the Army or the Marine Corps. In 1997, after a review, the Army awarded 17. The Navy reviewed the past records of Filipinos and others of Asian

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Talking with three other sailors and a civilian, during his visit to the Naval Training Station, Great Lakes, Illinois, 7 January 1943. He is wearing the Navy Cross medal, awarded for heroism during the Pearl Harbor Attack, 7 December 1941. Official U.S. Navy Photograph, now in the collections of the National Archives.

descent. There is the story of the heroes of “Gun Tub Number Ten” on the USS Intrepid (CV-11). All were Black and all were recommended by their commanding office for the Navy Cross. Six actually received the award from Commander, Fast Carrier Task Force Far East. For reasons unknown, the medals were downgraded. It took 50 years and a law suit against the Secretary of the Navy to begin confirming awards long denied.

The Mason was scrapped in 1947, but its name and legacy were revived in 2003 with the naming of the DDG-87, an Arleigh Burke class destroyer.

Black Sailors in segregated groups were assigned to the Seabees and cargo handling, ordnance and supply depots, with few opportunities for combat. Groups of about 200 men moved as “base companies.” On the island of Noumea in World War II, Lt. Cmdr. Herschel Goldberg, later our 29th Chief of Supply Corps, broke the barrier of

segregation. Black and white Sailors would eat and attend movies together. Not a problem.

With Doris Miller, there was now a hero, clear evidence of character and courage. First, he was identified simply as an “unnamed Negro Mess Attendant,” from apparent reluctance to place a Black man’s name among the war’s early heroes. There would be no early WW II Black poster boy. It was not until March that he was identified. Today, some articles refer to him as a heroic cook.

On the first of January 1942, the Navy released a list of commendations for actions during the attack. One was for an “unnamed Negro.” The National Association for the Advancement of Colored People (NAACP) asked President Roosevelt to award the Distinguished Service Cross, which was not a Navy Medal, to the unnamed African-American Sailor. Lawrence Reddick, the Director of the Schomburg Center for

Research in Black Culture in Harlem, was able to discover Miller’s name. He was identified in the African-American newspaper Pittsburgh Courier, and then by the Associated Press on 12 March 1942.

The Courier was well known for its double “V” campaign, raised fingers on both hands with the “V” sign, one for victory in war, and one for victory over discrimination. It had published an October 1940 letter from fifteen members of the Messman Branch on board the USS Philadelphia (CL-4). They wrote; “Our main reason for writing is to let all our colored mothers and fathers know how their sons are treated after taking an oath and pledging allegiance and loyalty to their flag and country.” Grievances included “kicking around,” and being “sea-going bell hops, chambermaids, and dish washers.” All were released from the Navy.



Doris Miller in San Francisco on New Year’s Eve 1943 with shipmate Robert Jenkins and a lady friend at the Filmore USO located in a portion of San Francisco known as, “Harlem of the West.” The USO had “Negro USO Shows,” and this San Francisco “home away from home” was in the other part of town. Negro Shore Patrol could not discipline Whites, even in a fight. The USO worked hard to provide for Black servicemen, even when confronting local resistance. By the end of 1943, 180 USO clubs out of a total of 1346 were open for Blacks in uniform. Miller never married.

In response to public pressure, Senator James Mead of New York and Representative John D. Dingell Sr. of Michigan introduced resolutions to award Miller the Medal of Honor (MOH). The Secretary of the Navy, Frank Knox, allegedly having little regard for the capabilities of nonwhites, responded with a Letter of Commendation. This ignited an extensive letter writing campaign by African American organizations to convince Congress that Miller should be awarded the Medal of Honor. The National Negro Congress denounced Knox. On the other hand, the Chief of Naval Operations Admiral Ernest J. King, understood the importance of African-American support for the war effort.

The NAACP planned a “Doris Miller Rally” at the Lincoln Memorial. This was where the internationally famous Black contralto, Marian Anderson, sang on Easter Sunday in 1939. The Daughters of the American Revolution had denied use of Independence Hall. On August 28th 1963, Martin Luther King Jr. stood there before the statue of Abraham Lincoln and told the world, “I have a dream.”

There were rallies in his behalf, souvenir buttons and pinbacks, and finally posters. There were poems and ballads; “Dorie was peeling sweet potatoes, when the guns began to roar.” It was also sought to have Dorie Miller returned to the States like other heroes to participate in war bond drives. There was a petition for him to enter a service academy like some who had distinguished themselves in battle. The Navy said that at 22, he was too old for Annapolis. Lieutenant Ricketts, also off the West Virginia, had been a Sailor, went to the Naval Academy, and became Vice Chief of Naval Operations.

**It is never about brains or ability, it is about opportunity, from the school house to the White House.**

One newspaper wrote, “Where the boy is white, he is returned to this country and advanced to a commission. In the other case where black, he is returned to the kitchen and given a mop.”

There were 14 Medals of Honor from the tragic events of Pearl Harbor, including Captain Bennion, Miller’s commanding officer, who he helped carry to safety. Flag

and commanding officers of ships struck that day and killed in action were accorded the MOH.

There was no rally. An astute and understanding President of the United States, Franklin Delano Roosevelt, personally awarded Doris Miller the Navy Cross, the nation’s second highest award for valor, and the first for an African American. At the time, the Navy Cross was third in order of precedence after the Medal of Honor and the Distinguished Service Medal, but moved to second precedence in 1942. On the 27th of May 1943, the Navy Cross was presented to Mess Attendant Second Class Doris Miller by the Commander in Chief of the Pacific Fleet, Admiral Chester W. Nimitz, on board the USS Enterprise (CV-6) in Pearl Harbor. On the first of June he was promoted to Mess Attendant First Class. The citation read First Class. I wonder if he got five days back pay. This was the same day that Blacks could enter General Service

ratings in addition to the Messman Branch.

During an interview that December in San Francisco, this humble farmer from Texas said that his action two years before, on December 7th 1941, came from, “God’s strength and mother’s blessing.”

After sinking of the West Virginia, Miller was ordered to the USS Indianapolis (CA-35), a heavy cruiser, and remained until May 1943. He participated in war bond rallies and enlistment campaigns. He was assigned briefly to the Puget Sound Navy Shipyard and then to a new escort aircraft carrier, USS Liscome Bay (CVE-56), a “jeep carrier” under construction in Vancouver, Washington. After commissioning on 7 August, it soon deployed to the western Pacific.

On the first of June, after attending cooking school, he had been promoted to Cook Third Class (Ck3c), in the renamed Steward Branch. Mess Attendants were

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Speaking during a visit to the Naval Training Station, Great Lakes, Illinois, on January 7, 1943. He is wearing the Navy Cross medal, awarded for heroism during the Pearl Harbor Attack, 7 December 1941. Official U.S. Navy Photograph, now in the collections of the National Archives. (80-G-294808)





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now Steward's Mate. Miller was still in the segregated Steward Branch, and not the Commissary Branch with its white "Ship's Cooks." A year later, cooks and stewards in the Steward Branch were able to wear petty officer style badges, and finally in 1950 attained Petty Officer status. Cloth badges on their uniforms had moved from, "bread loaves" to the "crow."

On November 24, 1943, during Operation Galvanic off Butaritari Island in the Gilbert Islands, the Liscome Bay was sunk by a single Japanese submarine torpedo. With the loss of 644 men, 70% of its crew, it stands as the deadliest sinking in history of a United States Navy aircraft carrier.

On December 7th, 1943, the parents of Doris Miller were notified that their son was missing in action. He was not officially presumed dead until November 25th, 1944.

On July 26, 1948, under the signature of President Harry S. Truman, segregation officially ended in the United States Armed Forces.

On January 20th, 2020, Martin Luther King Junior's birthday, Acting Secretary of the Navy, The Honorable Thomas B. Modly, announced he would name the Ford class aircraft carrier, CVN-81, the USS Doris Miller. A businessman, Naval Academy graduate, Navy pilot, and son of Eastern European immigrants who had fled the Iron Curtain, he had been Under Secretary when the Secretary resigned. One unique "perk" for a Secretary of the Navy is ship naming. Tom Modly wanted to name CVN-81 for an African American and brought together five retired Black Navy flag officers for advice. Who could best represent the long unrecognized contribution of thousands of Americans of African descent in the U.S. Navy? Doris Miller! The announcement was made at Pearl Harbor alongside members of the Miller family. "We honor the contributions of all our enlisted ranks, past and present, men and women, of every race, religion and background." It fit.

In 1973, a Knox class frigate, FF-1091, had been commissioned and named to honor Miller. It served until decommissioned in 1991. Its class was named, not for a former Navy Secretary, but for

Commodore Dudley Wright Knox, an early and prominent Navy historian. He led the Navy's historical office, whose legacy brought me to the professionals of the Naval History and Heritage Command.

CVN-81 will be the first aircraft carrier named for both an enlisted man and an American of African descent. Its commissioning would follow another new ship with a storied name, USS Enterprise (CVN-80). The USS Doris Miller would be the sixteenth ship of the United States Navy named for an American of African descent. The first was the USS Harmon (DE-678) launched in 1943, also in honor of a graduate of B-East. Leonard Roy Harmon was posthumously awarded the Navy Cross for heroism on board the USS



In 2010, Doris Miller was honored in the Distinguished Sailors collectible stamp series by the United States Postal Service.

San Francisco during the Battle of Guadalcanal. Seventeen Liberty ships had been named in World War II for prominent African Americans, the first in 1942, the SS Booker T. Washington. Unlike the Essex class aircraft carrier of World War II, and I served on two, there would not be separate enlisted berthing compartments up forward under officer's country, one for Filipinos and one for Blacks.

The Messman Branch, with its three skill sets merged, was retitled the Steward Branch in 1943 and the word "officer's" removed. In 1974, the Steward rating (SD) merged with the Commissarymen (CS) and became the Mess Management Specialist

(MS). It became Culinary Specialist (CS) in 2004, and today you might find a CS in study at the Culinary Institute of America. They no longer have to fear the warning from shipmates; "If you don't know how to cook, you better know how to swim."

I will not be at the commissioning of CVN-81 a decade from now. I would like to see on the ship's plaque, "Lion of the Sea."

**"God will not ask thy race, nor will he ask thy birth. Alone he will demand of thee, what has thou done on earth?"**  
-Persian

### Acknowledgments

This essay is written for the young men and women of today who will be the Sailors, Petty Officers, and Naval Officers of tomorrow.

Dedicated to: William E. Powell, Jr., my friend, and the first African American Rear Admiral in the United States Navy Supply Corps. The Messmen Branch, whose 50-year history, and "K-West and B-East," should not be lost to memory. The Stewards of the Wardroom of the USS Boxer (CVS-21/LPH-4) who, once a week, allowed me to add something to the menu, and whose competence, professionalism, and friendship, helped make a ship a home. The U.S. Naval History and Heritage Command; their professionals keep history alive. And Master Chief Mess Management Specialist Melvin G. Williams Sr., who as a leader in the Pentagon E-Ring, compelled change that eliminated the last vestige of structural racial divide in my United States Navy.

### Responsibility

Rear Admiral Daniel W. McKinnon, Jr. Supply Corps, United States Navy, retired in 1991 as Commander, Naval Supply Systems Command and 36th Chief of Supply Corps. He retired again in 2000 as President and CEO of "NISH, creating employment for people with severe disabilities." He is President of the Project Handclasp Foundation, sponsoring humanitarian projects in the Philippines.

Doris Miller, Mess Attendant Second Class, USN, receives the Navy Cross from Admiral Chester W. Nimitz, at an awards ceremony held on the flight deck of USS Enterprise (CV-6) at Pearl Harbor, 27 May 1942. The medal was awarded for heroism on board USS West Virginia (BB-48) during the Pearl Harbor Attack, 7 December 1941. Official U.S. Navy Photograph, now in the collections of the National Archives. (80-G-23588)

Dan collects and studies the artifacts of slavery. In 1958, he served as Wardroom Mess Caterer on board the USS Boxer.

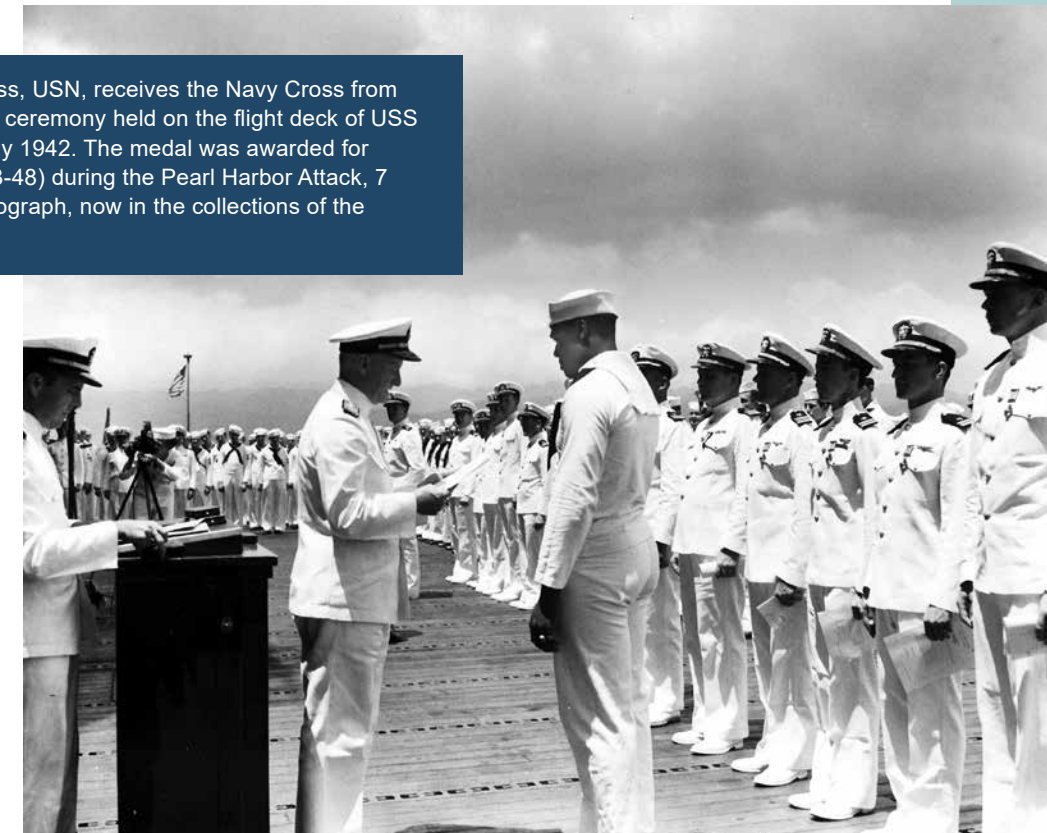
### An author note.

The Messmen and Stewards of the United States Navy served with pride and professionalism. They were Sailors first. They went to war. Let not anyone who reads this history misunderstand that, or that they misunderstood or denigrated their work and their duty.

I hope some young United States Navy Supply Corps officer of African American descent reads this essay with pride, understanding, a sense of ambition, and a thought. If I work hard at my craft, perhaps the Chief of Supply Corps will someday assign me as the first Supply Officer of the USS Doris Miller (CVN-81). "Keep hope alive."

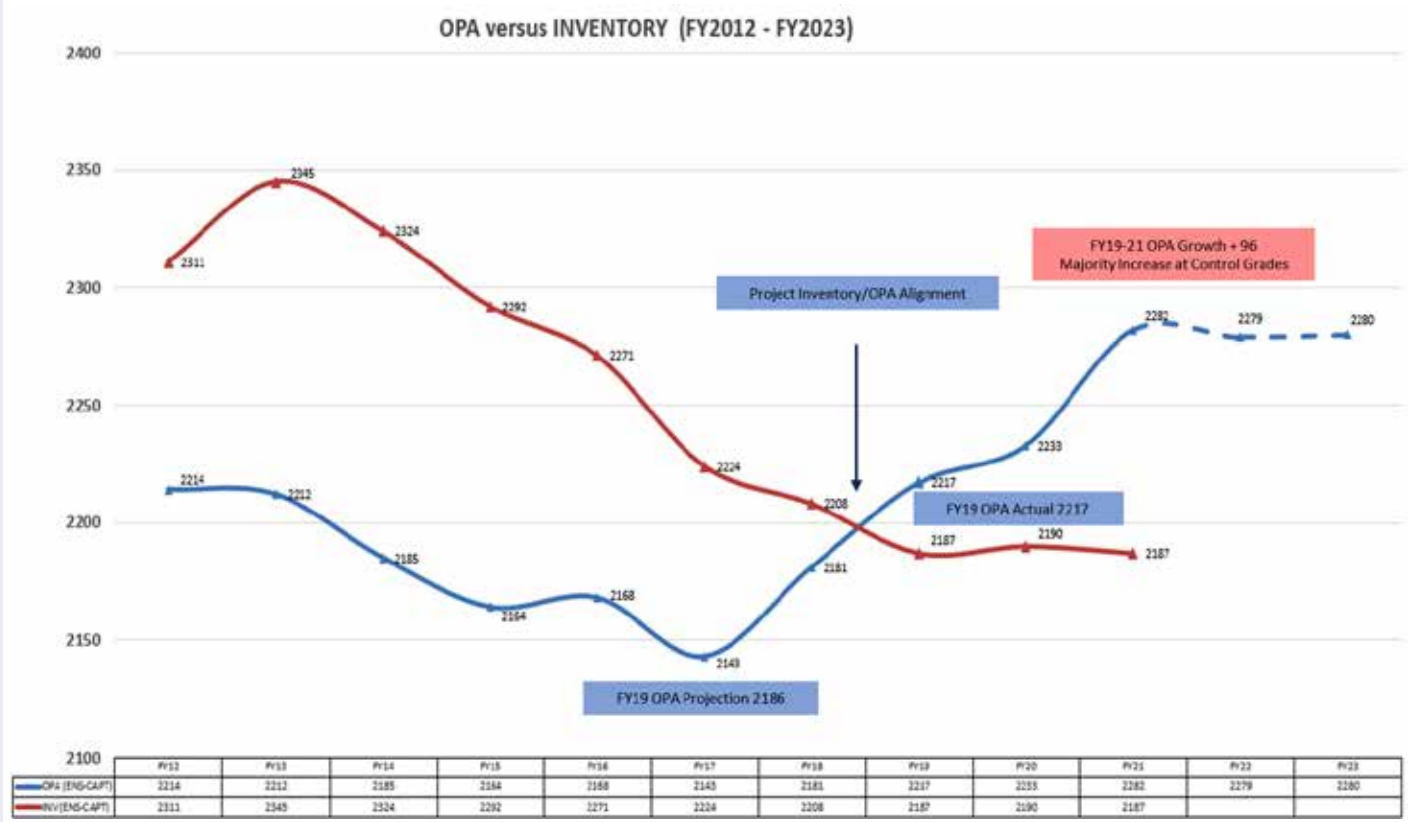


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Daniel W. McKinnon, Jr.



Artist depiction of the USS Doris Miller, CVN -81, "Lion of the Sea."





# Supply Corps Inventory Shortages... Chasing Officer Program Authorization

By Cmdr. Carrie Paben, SC, USN  
SUPPLY CORPS OFFICER  
COMMUNITY MANAGER

“A healthy community will have inventory aligned with OPA.” Officer inventory management begins with Officer Program Authorization (OPA), which is the total number of 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 year projections, also known as the Future Years Defense Plan. Officer Community Managers (OCMs) use OPA to draft

the following year’s accession and future year’s promotion plans. Accession planning is based on the Spring OPA and occurs during the 3rd and 4th quarters each year for the following fiscal year (FY). Promotion planning is based on Fall OPA and executed in October with the promotion zone list published in December (or at least 30 days prior to the first promotion board convening). Both the Accession and Promotion Plans are used to fill our ranks from ensign to captain. Accessions primarily fill our junior officer ranks via initial commissioning programs or transfers from other communities. Promotion planning forecasts promotions at the control grades (lieutenant commander to captain) required to fill projected future vacancies and impacts our inventory two years in the future. For example, from late summer through early fall 2021, OCMs executed Accession Planning for FY22. Promotion Planning for FY23 also commenced during this time frame and will be finalized once the Fall OPA is released in early October 2021.

At this point, you may be asking, “How does all this planning result in inventory shortages?” Until receipt of the Fall 2019 OPA, the Supply Corps had a surplus inventory. For over 20 years, the community was overmanned and the OCMs worked to carefully drive our inventory numbers down to match OPA. These efforts included strategic promotion planning, metered promotion opportunity, and other mitigation efforts to ensure each officer year group remained healthy while slowly reducing our numbers to meet our authorization within statutory limits and CNO guidelines. Our inventory was set to align with our OPA in fall 2019 (see Figure 1). However, our OPA did not continue to decrease in fall 2019 as previously projected by OPNAV End Strength Planners for the past five planning cycles. Instead, our OPA increased by 96 additional billets with most of the growth at the controlled grades. In order to mitigate this growth, promotion opportunity increased drastically for FY21 (i.e. commander – 99 promotions; lieutenant

commander – 146 promotions). While this effort helped fill our control grade ranks, it also hollowed out our lieutenant ranks. Vacancies at our senior ranks work like a vacuum pulling more officers up and into zone to fill these gaps. At the same time, COVID-19 arrived causing impacts to our various accessions sources. For the Supply Corps, COVID-19 resulted in fewer Officer Candidate School (OCS) commissions due to cancelled and reduced class sizes. The community ultimately only received approximately 70% of our total need for FY20. Further compounding our inventory shortfalls are inventory shortages in other officer communities. The majority of our annual accessions are sourced from OCS; however, approximately 25-30% of our accessions come from the Probationary Officer Continuation and Redesignation (POCR) and Lateral Transfer boards. POCR candidates are officers who attrite from other communities’ initial training pipelines and transfer to Supply Corps, thus lower inventory from ensign to lieutenant across the Navy results in fewer candidates for the Supply Corps to assess into our ranks. Lateral Transfer officers are qualified officers who desire to transfer into another community. Inventory shortages in other communities result in reduced opportunity for officers to transfer into the Supply Corps due to retention requirements in their current community. These are just a few of the variables that impact our inventory. Others include attrition and statutory/voluntary retirements. While we can anticipate and control some of these internal variables, there are many more external variables we are unable to control. Each OCM takes into account all available information, creates a plan, and works multiple mitigation efforts when the plan changes based on these variables. To mitigate our current inventory shortages, we are increasing our annual OCS requirement, assessing as many POCR and Lateral Transfer candidates as possible and adjusting promotion plans to fill gaps and continue supporting fleet readiness. Additional questions or concerns can be directed to Cmdr. Paben at [carrie.paben@navy.mil](mailto:carrie.paben@navy.mil) or [SC\\_OCM.fct@navy.mil](mailto:SC_OCM.fct@navy.mil). 🌟



- CAPT KERRY L. PEARSON  
35 years – May 1, 2021

LCDR JAMES F. BABCOCK  
27 years – May 1, 2021

LCDR GIOVANNI FORERO  
30 years – May 1, 2021

LCDR FRANKLIN JAY JENSEN JR  
30 years – May 1, 2021

LCDR JUAN CARLOS SANCHEZ  
21 years – May 1, 2021

LCDR EDWARD EARL TUCKER III  
26 years – May 1, 2021

LT MYERON STANLEY  
20 years – May 1, 2021

CAPT JOHN B. THERIAULT  
30 years – June 1, 2021

CAPT FRANK W. FUTCHER  
30 years – June 1, 2021

CAPT DERRIC TODD TURNER  
32 years – June 1, 2021

CAPT KYLE A. BRYAN  
30 years – June 1, 2021

CAPT DAVID E. SMITH  
32 years – June 1, 2021

CAPT ERIC J. SCHOCH  
30 years – June 1, 2021

CAPT ERIC S. STUMP  
30 years – June 1, 2021

CDR HERMAN STEVEN ROMERO  
35 years – June 1, 2021

CDR BRETT M. SCHWARTZ  
28 years – June 1, 2021

CDR ROBERT R. WINTERS  
28 years – June 1, 2021

CDR ROBERT GLENN ALEXANDER III  
21 years – June 1, 2021
- CDR SALVADOR TORRESACOSTA  
24 years – June 1, 2021

CDR JOSEPH BRYAN SYMMES JR  
23 years – June 1, 2021

LCDR KENNIS J. SIGMON  
20 years – June 1, 2021

LCDR VIKAS CHANDRA JASUJA  
20 years – June 1, 2021

LCDR DEREK LOREN JONES  
32 years – June 1, 2021

CAPT ANTHONY DOMINIC YANE-RO  
25 years – July 1, 2021

CDR SCOTT ALBERT WILSON  
20 years – July 1, 2021

LCDR JEREMY JAMES DUKE  
23 years – July 1, 2021

LCDR ELLIOT WILLIAM ERNEST RILEY  
20 years – July 1, 2021

CDR WILLIAM T. MURRAY  
29 years – 1 August, 2021

CDR MICHAEL P. RYAN  
22 years – 1 August, 2021

CDR MICHAEL L. TUCKER  
26 years – 1 August, 2021

CDR RODEECE L. DEAN  
20 years – 1 August, 2021

LCDR MATTHEW D. WILCOX  
20 years – 1 August, 2021

LCDR PETER CHANG  
20 years – 1 August, 2021

LCDR TIMOTHY J. WINN  
21 years – 1 August, 2021

LT STEPHANIE P. SINGLETON  
20 years – 1 August, 2021





#### **Lt. Hobart K. Kistler**

Lt. Hobart K. Kistler, SC, USN, 30, passed away on April 30, 2021. Kistler received his bachelor's degree from the United States Naval Academy and his master's degree from Johns Hopkins University. Duty assignments include: Supply Department Head Supply Officer, USS Louisville (SSN 724); Deputy Director for Finance and Budget, Office of Naval Reactors, Washington, D.C.; White House Military Social Aide, Washington, D.C.; and Retail Services Officer, pre-commissioned unit USS John F. Kennedy (CVN 79).

#### **Ret. Capt. Charles P. Gibfried**

Retired Capt. Charles P. Gibfried, SC, USN, 84, passed away on May 17, 2021. Gibfried retired from the Navy after 26 years of service while serving at the Naval Supply Center in Oakland, California. He received his bachelor's degree from the University of Illinois and his master's degree from the Naval Postgraduate School. Duty assignments include: Staff, Commander, Naval Air Force, U.S. Pacific Fleet, San Diego, California; Aviation Supply Office, Philadelphia, Pennsylvania; USS Enterprise (CVN 65); Naval Supply Center, San Diego, California; Staff, Commander in Chief, U.S. Pacific Fleet; USS Paricutin (AE 18); USS Blair (DER 147), and Staff, Commander Cruiser Destroyer Pacific, San Diego, California.

#### **Ret. Capt. Paul T. McMahan**

Retired Capt. Paul T. McMahan, SC, USN, 92, passed away on January 24, 2021. McMahan retired from the Navy after 24 years of service while serving at Naval Supply Systems Command, Washington, D.C. He received his bachelor's degree from the Georgia Institute of Technology and his master's degree from the Naval Postgraduate School. Duty assignments include: Supply Officer, Fleet Aircraft Service Squadron Six; Naval Air Station, Jacksonville, Florida; Supply Officer, USS Aludra (AF 55); General Stores Supply Office, Philadelphia, Pennsylvania; Army Language School, Presidio of Monterey, California; U.S. Naval Attache, American Embassy, Tokyo, Japan; Navy Supply Corps School, Athens, Georgia; Naval Supply Center, Charleston, South Carolina; Supply Officer, USS L.Y. Spear (AS 36); and Executive Officer, Naval Supply Depot, Subic Bay, Republic of the Philippines.

#### **Ret. Capt. John A. Molina**

Retired Capt. John A. Molina, SC, USN, 83, passed away on June 19, 2021. Molina retired from the Navy after 27 years of service while serving at the Naval Sea Systems Command, Washington, D.C. He received his bachelor's degree from Purdue University and his master's degree from North Carolina State College. Duty assignments include: Supervisor of Shipbuilding, Conversion and Repair, Newport News, Virginia; USS Shenandoah (AD 26); Naval Supply Center, Charleston,

South Carolina; Navy Material Command, Washington, D.C.; Commander U.S. Naval Support Activity, Saigon, Republic of Vietnam; Defense Personnel Support Center, Philadelphia, Pennsylvania; Navy Clothing and Textile Research Unit, Natick, Massachusetts; Puget Sound Naval Shipyard, Bremerton, Washington; A0-132 Mobile Transfer and Training Team, Thirteenth Naval District; and USS Picket (AGR 7).

#### **Ret. Cmdr. Paul J. Cone**

Retired Cmdr. Paul J. Cone, SC, USN, 87, passed away on June 6, 2021. Cone retired from the Navy after 20 years of service while serving at Navy Ships Parts Control Center, Mechanicsburg, Pennsylvania. He received his bachelor's degree from Newberry College. Duty assignments include: Supply Officer, USS Richard S. Edwards (DD 950); Naval Supply Center, Charleston, South Carolina; Staff, Commander Submarine Squadron Sixteen; Naval Supply Systems Command, Washington D.C.; and Supply Officer, USS Hunley (AS 31).

#### **Ret. Cmdr. Harry "Lynn" Hazlett**

Retired Cmdr. Harry "Lynn" Hazlett, SC, USN, 84, passed away on May 25, 2021. Hazlett retired from the Navy after 20 years of service while serving at Naval Supply Systems Command Headquarters, Washington, D.C. He received his bachelor's degree from the Georgia Institute of Technology and his master's degree from George Washington University. Duty assignments include: Supply Officer, USS Hissem (DER 400); Naval Ordnance Test Unit, Atlantic Missile Range, Patrick Air Force Base, Cocoa, Florida; Naval Station, Rota, Spain; Naval Air Station, Norfolk, Virginia; Naval Support Activity, DaNang; Naval Supply Systems Command Headquarters, Washington, D.C.; and Staff, Commander Naval Forces Vietnam.

#### **Ret. Capt. Henry H. Bishop**

Retired Capt. Henry H. Bishop, SC, USN, 77, passed away on May 11, 2021. Bishop retired from the Navy after 26 years of service while serving at the Naval Sea Systems Command, Washington, D.C. He received his bachelor's degree from the University of Notre Dame and his master's degree from George Washington University. Duty assignments include: Navy Regional Finance Center, Washington, D.C.; Navy Resale and Services Support Office, Staten Island, New York; Office of Naval Acquisition Support, and Naval Telecommunications Command, Washington, D.C.; Naval Supply Center, Norfolk, Virginia; USS Milwaukee (AOR 2); Navy Food Service Systems Office, and Naval Supply Systems Command, Washington, D.C.; U.S. Naval Support Activity, Saigon, Republic of Vietnam; Nuclear Weapons Training Center, Pacific, NAS North Island, San Diego, California; and USS Hickman County (LST 825).

## **Navy Supply Corps School Celebrates Its Centennial Birthday and 10th Anniversary**

**T**he Navy Supply Corps School celebrated its Centennial Birthday this year and 10th anniversary located in Newport, Rhode Island.

July 16, 1921 marked the opening of the first official "Navy Supply Corps School of Applications," located in Washington D.C. Students spent four months of instruction on banking, accounting, finance, ocean and rail transportation, commercial law, shipping documents, economics and business cycles.

Over the years, the schoolhouse has been relocated to Philadelphia, Pennsylvania; Harvard, Bayonne, New Jersey; Athens, Georgia; and since January 24, 2011, its present location in Newport, Rhode Island.

Curriculum has changed throughout the years with officers currently attending the six-month Basic Qualification Course focused on Supply Management, Disbursing Management, Retail Operations, Food Service Operations Afloat, and Leadership Management.

In the last 100 years, the Navy Supply Corps School has graduated over 44,000 Supply Corps officers providing them with the personal and professional foundation for success.

As we look ahead to the future, the Navy Supply Corps School will continue its support of fleet operations around the globe, developing supply officers "Ready for Sea." ●

Below: Navy Supply Corps School staff and students.



Above: Students created a time capsule filled with various items representing current times. The capsule will be opened in 2121. –photo by LSC Maston Buchanan

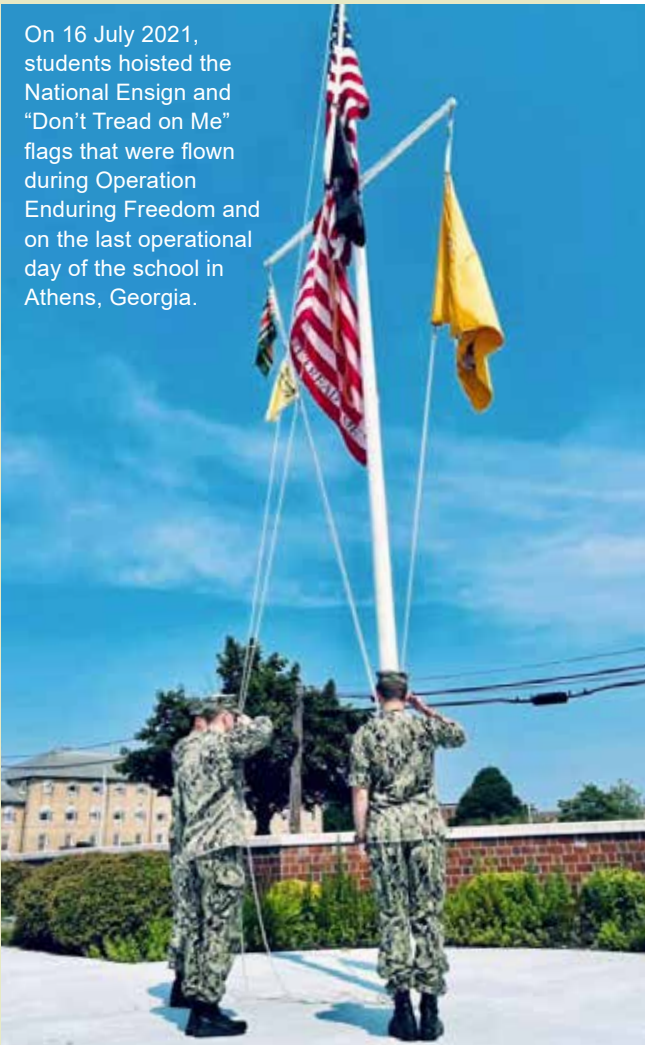




Above: Navy Supply Corps School students marching in the oldest Fourth of July parade in Bristol, Rhode Island.



Above: Chief of Naval Operations, Adm. Michael Gilday toured the schoolhouse and celebrated the 100th anniversary with a cake cutting ceremony. –photos by LSC Maston Buchanan



On 16 July 2021, students hoisted the National Ensign and “Don’t Tread on Me” flags that were flown during Operation Enduring Freedom and on the last operational day of the school in Athens, Georgia.

# **NAVSUP Fleet Logistics Center Sigonella Supports Operation Allies Refuge**

By NAVSUP Fleet Logistics Center Sigonella Public Affairs

As The Department of State and Department of Defense continue to optimize the flow of evacuees from Afghanistan to the United States, NAVSUP FLC Sigonella has been leveraging its logistics expertise and resources to support the humanitarian effort. A NAS Sigonella tenant command, FLCSI has been meeting the installation’s logistical requirements by procuring contracted good and services, such as food provisions, living, building and medical supplies, sanitation equipment, Pashto and Dari interpreters, computer equipment, internet service, power generators and security infrastructure.

“Our logistics teams are giving their all to meet this surge,” said U.S. Navy Rear Adm. Duke Heinz, USEUCOM director of logistics. “Our ability to rapidly meet this high demand is a testament to the skill, training and interconnectedness of our logistics professionals, and of course the pre-positioning of equipment we need for the operation.”

Check out the full video slideshow of FLCSI’s team at NAS Sigonella here: <https://www.facebook.com/navsup/videos/1002353203884527>

Check out how FLCSI’s team at Naval Station Rota, Spain, is supporting OAR: <https://no-click.mil/?https://dvidshub.net/r/ombgzz>

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Aviation Boatswain’s Mate (Fuels) 2nd Class (ABF2) Zsolt Horvath (left) and ABF3 Donald Emerson, Naval Supply Systems Command Fleet Logistics Center Sigonella, operate equipment on a fuels truck as it replenishes a KC-10 Extender, August 21, 2021, at Naval Air Station Sigonella, Italy. The aircraft arrived earlier at NASSIG with approximately 140 qualified evacuees from Afghanistan. Horvath and Emerson are among the hundreds military and civilian personnel at NASSIG who provided logistical support during Operation Allies Refuge.



Gunnery Sgt. Joseph Melendez, assigned to Naval Supply Systems Command Fleet Logistics Center Sigonella, Italy (NAVSUP FLCSI), delivers toy donations at Naval Air Station (NAS) Sigonella Aug. 26, 2021. NAS Sigonella is currently supporting the Department of State mission to facilitate the safe departure and relocation of U.S. citizens, Special Immigration Visa recipients, and vulnerable populations from Afghanistan.



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**Right:** Navy Counselor 1st Class Shaba Rowe, center, assigned Naval Supply Systems Command Fleet Logistics Center Sigonella, Italy (FLCSI), escorts interpreters to a temporary housing facility at Naval Air Station (NAS) Sigonella Aug. 26, 2021. NAS Sigonella is currently supporting the Department of State mission to facilitate the safe departure and relocation of U.S. citizens, Special Immigration Visa recipients, and vulnerable populations from Afghanistan.



**Left:** Yeoman 2nd Class Ryan Blank (right), Naval Supply Systems Command Fleet Logistics Center Sigonella (NAVSUP FLCSI) verifies information on the identity wristband of a Special Immigration Visa applicant, August 22, 2021, at Naval Air Station Sigonella (NASSIG), Italy. Blank assisted with the in-processing of hundreds of qualified evacuees from Afghanistan to NASSIG during Operation Allies Refuge.

**Right:** Capt. Douglas S. MacKenzie, commanding officer of Naval Supply Systems Command Fleet Logistics Center Sigonella, greets qualified evacuees from Afghanistan as they arrive to Naval Air Station (NAS) Sigonella Aug. 29, 2021. NAS Sigonella is currently supporting the Department of State mission to facilitate the safe departure and relocation of U.S. citizens, Special Immigration Visa recipients, and vulnerable populations from Afghanistan.



Chief Yeoman Jorge Esparza, assigned to Naval Supply Systems Command Fleet Logistics Center Sigonella assists an evacuee from Afghanistan in choosing household items at Naval Air Station (NAS) Sigonella Aug. 29, 2021. NAS Sigonella is currently supporting the Department of State mission to facilitate the safe departure and relocation of U.S. citizens, Special Immigration Visa recipients, and vulnerable populations from Afghanistan.



Saby Guercia, assigned to Naval Supply Systems Command Fleet Logistics Center Sigonella, assists an evacuee from Afghanistan in choosing household items at Naval Air Station (NAS) Sigonella Aug. 26, 2021. NAS Sigonella is currently supporting the Department of State mission to facilitate the safe departure and relocation of U.S. citizens, Special Immigration Visa recipients, and vulnerable populations from Afghanistan.



Logistics Specialist 1st Class Vanessa Alvarez, Naval Supply Systems Command Fleet Logistics Center Sigonella, operates a forklift to move more than 1,600 bottles of water to a temporary housing facility used by Special Immigration Visa applicants from Afghanistan, August 20, at Naval Station Sigonella (NASSIG), Italy. Alvarez is among the more than 100 military and civilian personnel assigned to FLCSI who supported Operation Allies Refuge by delivering food, supplies, housing and quality-of-life services to Special Immigration Visa applicants during their temporary stay at NASSIG.



## NAVSUP, Mission Partners Enhance Crewmembers' Morale, Mission Capability During USS Iwo Jima's (LHD 7) Maintenance Period in Spain

By Lt. Reagan Pescoso

NAVSUP FLEET LOGISTICS CENTER SIGONELLA PUBLIC AFFAIRS  
IWO JIMA AMPHIBIOUS READY GROUP PUBLIC AFFAIRS AND U.S.  
SIXTH FLEET PUBLIC AFFAIRS CONTRIBUTED TO THIS ARTICLE

During the Iwo Jima Amphibious Readiness Group's (IWOARG's) replenishment-at-sea (RAS) and its flagship's logistics and maintenance period (LMP) April 23-27, 2021 at Naval Station (NAVSTA) Rota, Spain, NAVSUP Fleet Logistics Center Sigonella (FLCSI) Site Rota and its NAVSTA mission partners performed their mission sets to enhance crewmembers' morale and mission capability to support regional NATO Allies and partners, as well as U.S. national security interests in Europe and Africa.

As the LMP was taking place, IWOARG's crewmembers accessed quality-of-life amenities during their liberty period. Morale Welfare and Recreation placed recreational tents at the installation softball field and provided tables and chairs for use by the IWOARG crew. The Navy Exchange and NAVSTA's Commissary offered exclusive use of the stores to IWOARG crewmembers. FLCSI Site Rota's contracting

team ensured all ship contracting requirements and last minute details were managed leading up to the IWOARG's LMP.

"Contracts were awarded to procure Wi-Fi services for 3,000 personnel at pier 1 and the softball field and transportation vehicles for crewmembers," said Jose Neto, FLCSI Site Rota supervisory contracting specialist. "Contracts for tug vehicles, and man-lift equipment were also awarded in support of ship repairs."

"FLCSI's Site Rota team and our NAVSTA mission partners wanted to assure that Iwo Jima's logistics and maintenance period was memorable for the crew and that it set the tone for their support in theatre," said Cmdr. Bert Phillips, FLCSI Site Rota site director. "It was important for all of NAVSTA's supporting departments and tenant commands that these warfighters were able to maintain their bubble-to-bubble integrity while still being able to have a sense of normalcy through meticulously planned liberty options."

To prepare for the IWOARG's RAS, FLCSI's logisticians worked in early April to ensure IWOARG cargo, provisions and mail arrived securely and on time at NAVSTA's pier so they could be loaded on to USNS Supply (T AOE 6) and USS Iwo Jima (LHD 7). Once loaded, the fast combat support ship met up with IWOARG's ships to conduct the RAS.

"To securely deliver materials at the NAVSTA pier on time, our customs and transportation teams cleared ten food trucks loaded with 296 pallets of provisions and two Navy Exchange trucks for the Iwo Jima," said Roberto Cordero-Morales, FLCSI Site Rota transportation officer.

FLCSI Site Rota's postal team moved crewmembers' mail originating from CONUS via supply chain routes, such as NAVSUP's aerial mail terminal in Madrid, Spain.

"In total, FLCSI's logisticians prepared 97 cargo pallets and 59 mail containers for USNS Supply," Cordero-Morales added.

96 mail containers were loaded directly to Iwo Jima in April, added Susan Brandenburg, FLCSI Site Rota postal officer.

"With this high-visibility LMP and RAS, the cohesiveness of FLCSI Site Rota's logistics support professionals reflected our true support capabilities no matter the challenges brought forth, while proudly representing our command," added Lt. j.g. Genesis Manóza, FLCSI's logistics support officer.

IWOARG is deployed to the U.S. Sixth Fleet area of operations with the 24th Marine Expeditionary Unit's command, logistics, aviation and ground combat elements. As the IWOARG was being re-supplied, FLCSI Fuels Division issued 33,000 gallons of jet fuel to four of the VMM 162's AV-8B Harrier aircraft assigned to MEU's aviation combat element while conducting training exercises with the Spanish Armada in the surrounding airspace.

"What a fantastic place for us to have been able to pull into during our deployment. We were able to get a lot of maintenance and repairs done pier side," said Capt. David Loo, commanding officer, USS Iwo Jima. "Folks from NAVSUP Fleet Logistics Center, the Forward Deployed RMC, and NAVFAC were standing by on the pier, ready to help and assist. Port Operations were more than ready to help support all of our pier side facilities."

NAVSTA Rota is an operational ashore base that enables U.S., allied, and partner nation forces to be where they are needed, when they are needed to ensure security and stability in Europe, Africa, and Southwest Asia.

FLCSI is one of NAVSUP's eight globally-positioned fleet logistics centers that provides for the full range of the Fleet's military operations. The command delivers solutions for logistics, business and support services to the Navy, Military Sealift Command, Joint and Allied Forces throughout Navy Region Europe, Africa, Central.

Iwo Jima is operating in the European theater of operation in support of naval operations to maintain maritime stability and security in order to ensure access, deter aggression, and defend U.S., allied, and partner interests.

The combined IWOARG and 24th MEU have roughly 4,300 Sailors and Marines. The ARG-MEU is deployed to 6th Fleet in support of regional NATO Allies and partners as well as U.S. national security interests in Europe and Africa.

The IWOARG consists of the Wasp-class amphibious assault ship Iwo Jima, Carter Hall (LSD 50) and the amphibious transport dock ship USS San Antonio (LPD 17). Embarked detachments for the Iwo Jima ARG include Amphibious Squadron Four, Fleet Surgical Team Six, Helicopter Sea Combat Squadron 26, Tactical Air Control Squadron 21, Naval Beach Group Two, Beach Master Unit Two, Assault Craft Unit Two and Four, and Sailors from Amphibious Construction Battalion Two.

The 24th MEU mission is to provide the United States with a forward-deployed, amphibious force-in-readiness capable of executing missions across the full spectrum of combat and military operations other than war, and consists of four basic elements, the Command Element, Ground Combat Element, Air Combat Element and the Logistics Combat Element. The unit consists of a ground combat element, Battalion Landing Team 1/8, a logistics combat element, Combat Logistics Battalion 24, and an aviation combat element, Marine Medium Tilt-Rotor Squadron 162 Reinforced.

U.S. Sixth Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa. 🌟



Fall 2021



The Navy Supply Corps Newsletter



# NAVSUP Weapon Systems Support Earned Secretary of Defense Environmental Award for Sustainability

By Matthew Jones

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP WEAPON SYSTEMS SUPPORT

The Department of Defense announced NAVSUP Weapon Systems Support (WSS) as the winner of the 2021 Secretary of Defense Environmental Award in the Sustainability Individual/Team category.

NAVSUP WSS formed a multifunctional team to develop the Navy's Enterprise Wide Hazardous Materials Standardization and Minimization of General Use Consumables project and conducted pilots to demonstrate that U.S. Navy installations could increase the purchase of more environmentally friendly hazardous materials substitutions using new tools and procedures. The team consisted of representatives from Naval Facilities Engineering Systems Command (NAVFAC) Environmental, NAVFAC Safety, NAVFAC Engineering and Expeditionary Warfare Center, Bureau of Medicine and Surgery, Commander Navy Installation Command Safety, and NAVSUP Fleet Logistics Centers. The team received additional support from NAVSUP Business Systems Center who helped develop a Hazardous Material Management web tool to standardize HAZMAT data-management processes across the enterprise and provide NAVSUP customers with valuable access to Navy Enterprise Resource Planning data leveraging NAVSUP's Navy Data Platform.

Jeff Whitman, NAVSUP WSS Hazardous Materials and Pollution Prevention Department director, said the partnerships were crucial and everyone involved deserves credit for the award. "Without these partnerships, we simply wouldn't have been able to pull this off," said Whitman, who has served at NAVSUP WSS since 2008. "This represents years of effort coming together, so we're proud to know we're making an impact across the Navy."

The project demonstrated a process that standardized procurement of consumable general use hazardous materials and tools

that guided mission partners, supply personnel, safety, and environmental service providers in the selection of environmentally preferred products at shore-based facilities. The research and development project was funded by the Navy's Environmental Sustainability Development to Integration program.

NAVSUP WSS also created a new ordering process that uses the Weapon Systems Support Hazardous Material Management Tool to automatically approve the purchase of sustainable products from the Navy wide Green Authorized Use List. One hundred percent of end-of-pilot survey respondents said that the new ordering system was more efficient than the normal ordering process.

"Normally if a Sailor wanted to order a new cleaning item, they would have to go through an approval process, which could take anywhere from three days up to a month in some cases," said Todd Heintzelman, NAVSUP WSS environmental protection specialist. "Creating this Green Authorized Use List with preapproved sustainable environmentally friendly products incentivizes Sailors to use products that are safer for their health and safer for the environment."

Ultimately, the team increased the number of Safer Choice products available for purchase by over 300 percent. They conducted market research and published a list of local vendors that carried Safer Choice items and created a quick-reference guide for Safer Choice cleaners. Safer Choice is an Environmental Protection Agency program to reduce, eliminate, or prevent pollution at its source by encouraging the use of safer ingredients in products. The EPA also awarded NAVSUP WSS its Safer Choice Partner of the Year honor for advancing the use of safer and more sustainable cleaning chemicals.

"Department of Defense policies demonstrate a preference for the use of environmentally safe products, but at the user level it's

not always easy to take those steps," said Whitman. "Streamlining the process has made a big difference compared to past initiatives." Additionally, Sailors may be concerned about the performance or effectiveness of the safer products compared to their more hazardous counterparts, but all Safer Choice products are tested against strict performance standards, Whitman said. "So we've made it simple: you know it performs, it's safer for human health, it's safer for the environment and it meets Department of Defense performance directives."

Thomas Bagnell, NAVSUP WSS Hazardous Materials and Pollution Prevention Afloat Division supervisor, said there may even be a cost savings associated with the use of certain products. "If you're limiting hazardous materials from your supply chain, then you're limiting the cost of disposal of many of those products," he said. "While this particular initiative didn't measure those costs, there's definitely a win there as well."

Finally, the team's Clean with Green community outreach program helped inform people about the benefits of purchasing Safer Choice cleaners over traditional cleaners. Pilot efforts reached upward of 34,000 personnel at Naval Air Station Oceana in Virginia and Naval Base Ventura County in California.

Heintzelman said the men and women of the Navy deserve the most credit for voluntarily opting to order and use safer products. "These projects are designed to inform and streamline processes, but the results rest entirely on the choice of the Sailors," Heintzelman said. "We've found that they are increasingly choosing to purchase sustainable products over other options."

To make the choice as simple as possible, the team had also introduced a green leaf icon to display alongside Safer Choice products during the purchasing process within Navy's web-based ordering application. They

are considering the use of another logo to help flag products containing EPA's "chemicals of concern."

Each year since 1962, the Secretary of Defense has honored installations, teams and individuals for outstanding achievements in Department of Defense environmental programs. These accomplishments include outstanding conservation activities, innovative environmental practices, and partnerships that improve quality of life and promote efficiencies without compromising the department's mission success. A diverse panel of 47 experts representing government agencies, academia and the private sector evaluated nominees to select one winner for each of eight categories covering five subject areas: natural resources conservation, environmental quality, sustainability, environmental restoration and cultural resources management.

The Sustainability Individual/Team award recognizes individuals or teams for their efforts to prevent or eliminate pollution at the source, including practices that increase efficiency and sustainability in the use of raw materials, energy, water, or other resources. The sustainability award also recognizes energy efficiency and renewable energy practices, greenhouse gas reduction efforts, procurement of sustainable goods and services, waste diversion, electronics stewardship, and efforts to plan for adaptation and resilience. Sustainable practices ensure that the department protects valuable resources that are critical to mission success.



# NAVSUP WSS Streamlines Acquisitions with Strategic Sustainment Solution

By Brian Jones

OFFICE OF CORPORATE COMMUNICATIONS,  
NAVSUP WEAPON SYSTEMS SUPPORT

Historically, NAVSUP Weapon Systems Support (WSS) has awarded thousands of contracts to specific Industry Commercial and Government Entity (CAGE) codes, business units, or locations containing requirements specific to individual Integrated Weapon Systems Teams (IWST) across maritime and aviation platforms creating inefficiencies in the ordering process and contributed to administrative burdens across both government and industry.

In an effort to streamline the acquisition process and improve end-to-end supply chain velocity, the NAVSUP WSS contracting department is developing the NAVSUP Strategic Sustainment Solution, or NAVSUP S3. The goal of NAVSUP S3 is to create one, corporate-level contract, covering all NAVSUP WSS repair and spares requirements across aviation and maritime IWSTs.

"NAVSUP S3 will be a one-stop shop leading to efficiencies for both the Navy and Industry, streamlining acquisition time and reduction operating costs," said Cmdr. Matt Duncan, NAVSUP WSS director of acquisition policy. "Having terms and conditions along with pricing negotiated up front, and at the corporate level, will be a game changer for Navy sustainment."

NAVSUP WSS established the first NAVSUP S3 contract earlier this year with Honeywell International Inc.

"It started out specific to F/A-18 work, but over the last several months, we've tailored it to cover spares and repair for more than ten aviation and maritime platforms across 15 contractor CAGE codes," said Lt. Cmdr. Hisham Semaan, NAVSUP WSS director of fixed wing contracts. "The Honeywell vehicle also allows for Federal Acquisition Regulation Part 12 (Commercial Items), 13 (Simplified Acquisition), and 15 (Contracting by Negotiation) acquisitions, which covers the majority of our sustainment business."

NAVSUP WSS has several other NAVSUP S3 contracts in works.

"We've had multiple conversations with our top strategic industry partners," said Steve Van Note, NAVSUP WSS director of strategic acquisitions. "Through those collaborative talks, we've narrowed in on the best contract vehicles and scope of work, in addition, we identified a single point of contact for Government and Industry."

NAVSUP S3 aligns with Naval Sustainment System-Supply (NSS-Supply), which is a combination of commercial best practices, process improvements, governance and oversight to maximize effectiveness while prioritizing and balancing costs. Under NAVSUP direction, NSS-Supply will initiate a multi-year journey focusing on deepening supplier partnerships and integrating existing supply chain resources toward a common goal. ●



## NAVSUP Fleet Logistics Center Puget Sound Demonstrates Interoperability with Canadian Partners

By Brian Davis

OFFICE OF CORPORATE COMMUNICATIONS,  
NAVSUP FLEET LOGISTICS CENTER  
PUGET SOUND

**Below:** Canadian Forces Auxiliary Vessel Glendyne (YTB 640) towing United States Navy Fuel Oil Barge (YON 322) enters harbor at Colwood Fuel Facility at Canadian Forces Base Esquimalt, British Columbia. —photo by Sailor First Class Brendan Gibson, MARPAC Imaging

NAVSUP Fleet Logistics Center (FLC) Puget Sound partnered with the Royal Canadian Navy for a unique demonstration of international interoperability during a fuel transfer evolution March 29.

The fuel was provided by NAVSUP FLC Puget Sound's Fuel Department in support of the Royal Canadian Navy (RCN) at Canadian Forces Base (CFB) Esquimalt in British Columbia, Canada. Royal Canadian Navy mission partners requisitioned 405,000 gallons of JP5 aviation fuel for use by RCN naval aircraft.

JP5 is a naval aviation-specific fuel that is not used by commercial or land-based aircraft. Because of the relatively small quantities consumed by embarked RCN aircraft, Canada does not have a domestic supply. The U.S. is the supplier of choice, and fuel exchanges between the two countries is not uncommon.

U.S. Navy logistics support to Canadian Forces allies is authorized by international agreement.

"This mutual support is provided under the Fuel Exchange Agreement (FEA) signed by both countries. The FEA allows for simple coordination of fuel requirements and ensures that the RCN receives high quality fuel from a trusted ally," said RCN Lt. Cmdr. Dan Saunders, assistant chief of staff Logistics Operations for Maritime Forces Pacific.

The fuel exchange itself was not so difficult with RCN being an authorized customer for petroleum products at Manchester Fuel Depot. According to NAVSUP FLC Puget Sound Regional Fuels Manager Glenn Schmitt, under the

FEA the requisition involved the same standard paperwork used by any U.S. ship or aviation unit. The product transfer would be conducted via barge, the shortest and safest route for moving fuel. The Manchester fuel technicians, or "Fuelies" have extensive experience moving fuel barges to the Naval Air Station at Whidbey Island, with an excellent safety record. The evolution would also involve experienced RCN tugboat personnel. Schmitt and his crew have worked with the RCN in the past to move fuel to CFB Esquimalt, always without incident. NAVSUP FLC Puget Sound logistics staff are also familiar with CFB through pier side support of occasional U.S. Navy port visits to the base.

All things considered, the transaction seemed like a relatively unexceptional event.

"The paperwork is routine, and the fuel movement in itself is pretty simple," said Schmitt. "As logisticians and "Fuelies" it is our job to figure out how to make this transaction happen. We work out all the small details."

Fortunately, all the equipment and processes were compatible.

"The paperwork side of things, while not difficult, does take a lot of care and attention from both teams. There have not been any significant differences with equipment or processes between U.S. and Canadian armed forces that I have come across... We always work seamlessly together to ensure the successful accomplishment of any task at hand," said Ed Paquette, CFB Esquimalt Colwood Fuel Facility manager.

Providing support for the RCN fuel requirement offered a chance for both sides

to flex their ability to work as partners and practice mutual support as allies, a key aspect of wartime mission readiness.

"This fueling evolution is a good test and show of collaboration between our two countries and naval forces. They were able to communicate a need to us that we were able to quickly accept, plan for, and execute, we didn't need any adaptors or have to alter configurations to execute the operation," said NAVSUP FLC Puget Sound Commanding Officer Capt. Shawn Triggs. "We were able to pull alongside and deliver fuel—the ease which with we were able to execute this evolution should not be understated... It is that ease that will be decisive when the need arises in a crisis."

Conducting cross-border supply evolutions of this type allows each side to become more acquainted in terms of equipment and procedures.

"Maintaining mutually-supporting logistics elements that are familiar with each other's processes and capabilities is critical for both the RCN and USN. This type of logistics support is well-used across the Pacific and allows the sustainment of naval forces in cooperation with each other to accomplish greater strategic goals than could be considered by either nation in isolation," said Saunders.

However, this time around there was a major complicating factor: The fuel exchange was happening during the height of COVID-19, and both sides had to navigate response measures and protocols, particularly those that came with navigating current policy and procedures for international border crossings.

Part of the transfer procedure involved a small contingent of NAVSUP FLC Puget

Sound Fuelies traveling to CFB Esquimalt's Colwood Fuel Facility to assist their Canadian counterparts with the movement of fuel from the fuel barge to the facility's storage tanks.

"COVID made this part a little difficult," said Schmitt. "We managed to waive the Canadian government's 14-day quarantine requirement, but we had to have COVID-19 molecular tests on each individual, and have negative results documented in order to cross the border."

Negotiating the border crossing was the most complicated issue of the transaction, but with the collaboration of both navies, the situation was eventually resolved to everyone's satisfaction. Because of the delay caused by having to work out COVID-19 issues, once everything was clear the transaction had a tight timetable due to the rapidly approaching end of the Canadian fiscal year, and the usual fiscal issues that come with wrapping up any government's financial and logistics business for the year. Both sides quickly went to work on executing the fuel transfer.

"Traditionally, receiving a JP5 delivery already has a number of moving parts to coordinate, which makes the tasking difficult enough. Now throw in COVID-19 and all the additional restrictions and precautions which both teams must implement to ensure everyone's safety... The support provided by the NAVSUP team made it all seem effortless," said Paquette.

With the requisition paperwork complete, and the border crossing protocols worked out, the transfer operation began in earnest at Manchester Fuel Depot's fuel pier, where fuel barge YON 322 was moored.

A full four days before it would get underway, Manchester Fuelies would inspect the barge from end to end, inside and out. Once they were satisfied with the inspection, the fueling would begin. As the JP5 flowed from the pier through the fuel loading arms and into the barge's tanks. Fuelies were in constant motion, checking flow rates at the control station, monitoring the connections, and observing the interior of the barge's holding tank through a series of access hatches along the deck. Two Canada Geese perched on the tanker's bow watched the activity with mild interest.

"Looks like our environmental representatives are here," said NAVSUP FLC Puget Sound Fuel Department Director Lt. Cmdr. Ed Nixon, pointing at the birds, only a few feet away and seemingly unfazed by the human presence and activity. "The wildlife around the depot reminds of us why we need to be on top of our game when we are moving fuel."

Along with a variety of seabirds, harbor seals, and a resident eagle that regularly perches on top of one of the fuel arms, Orca whales have been seen off the end of the fuel pier. Deer and coyote regularly move about the forested areas of the facility, and during spawning season, Manchester Fuelies have reported seeing salmon moving up the creek that flows through the base.

Because of the delicate ecosystems of the Puget Sound region, both U.S. and Canadian forces in the area pay close attention to environmental stewardship when conducting operations.

"The RCN is conscious of the environmental impacts of the operations and goes

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to great lengths to ensure that procedures are in line with applicable legislation and government policy. The RCN is a responsible environmental steward, and the welfare of marine species is paramount to all RCN activities on the water,” said RCN Lt. Cmdr. Tony Wright, Maritime Forces Pacific Senior public affairs officer.

As Nixon walked along barge YON 322’s deck observing the fueling evolution, he staged small containers at one of the hatches. Once the on load was complete, Nixon’s crew had to take samples of JP5 from the barge-holding tank and send it over to the facility’s lab. The fuel had to pass strict quality testing before it could be handed over to the RCN customers.

Canadian Forces Auxiliary Vessel Glendyne (YTB 640) tows a United States Navy Fuel Oil Barge (YON 322) to Colwood Fuel Facility located at Canadian Forces Base Esquimalt, British Columbia in March. —photo by Sailor First Class Kendric Grasby, MARPAC Imaging

Sunday morning began with overcast skies, a stiff breeze, and heavy chop in the waters around Manchester, remnants of a storm the previous night. A detail of Manchester Fuelies stood on the fuel pier watching the eastern approach. The faint outline of Seattle was visible in the distance on the far shore of Puget Sound. YON 322 is a double-hulled, shallow draft, flat-bottomed barge with no operating engines. Like all of Manchester’s fuel barges, YON 3222 is transported by tugs. The 255-ton CFAV Glendyne (YTB 640), a Glen-class naval tugboat operated by the Royal Canadian Navy was assigned the task of towing the fuel barge to CFB Esquimalt. As the “Fuelies” watched from the pier, Glendyne appeared in the distance, right on time.

Once alongside the fuel pier, Glendyne’s crew went to work, doing their own safety inspection of the barge, setting up navigation lights, and connecting the tow cable in preparation for the nine-hour run to Esquimalt. Although winds had died down and the chop was smoothing out, and the heavy overcast was getting lighter allowing the sun to occasionally poke through the clouds, or in Pacific Northwest parlance, provide “sun breaks,” the Glendyne would proceed cautiously along the water route to ensure the safety of

their cargo and crew, as well as the community and surrounding ecosystem.

Glendyne arrived at CFB Esquimalt as expected, the transit completed without incident. The Manchester Fuelies made it to the base, and the fuel was transferred to storage tanks at the Colwood Fuel Facility. Glendyne returned the fuel barge to the Manchester fuel pier the next day, signifying the end of the transaction and another satisfied customer for NAVSUP FLC Puget Sound.

The evolution was just another day in fuel support, only this time the customer was rather unusual, bringing an opportunity to provide support to a foreign military.

“As the premier logistics provider for the Pacific Northwest, we pride ourselves on being able to deliver quality and timely products and services throughout the region. Typically, we provide the product or service to our mission partners in the region. However, we also must be able to support our allies in the region with the same quality products and services,” said Triggs.

According to Triggs, the U.S.–Canadian military partnership is of critical importance, especially in today’s international arena, and every opportunity to work together helps strengthen that partnership.

“It’s always important to show an ally that they are a valued partner. Executing these types of support evolutions is what builds trust between our two countries and naval forces. It demonstrates our commitment and passion in supporting all mission partners, whether they are a U.S. entity or an ally,” said Triggs.

Canadian Forces Base Esquimalt, located west of Victoria, British Columbia, is Canada’s Pacific Coast naval base and homeport to Maritime Forces Pacific and Joint Task Force Pacific Headquarters. More information about the Royal Canadian Navy can be found at [www.navy-marine.forces.gc.ca](http://www.navy-marine.forces.gc.ca).



Canadian Forces Auxiliary Vessel Glendyne (YTB 640) tows a United States Navy Fuel Oil Barge (YON 322) to Colwood Fuel Facility. —photo by Sailor First Class Kendric Grasby, MARPAC Imaging

The Manchester Fuel Depot, part of Naval Base Kitsap, is managed by the NAVSUP FLC Puget Sound Fuel Department. The fuel depot’s mission is to provide customers with top quality military specification fuel, lubricants, and additives used by land, sea, and air forces. The facility issues, manages, and receives bulk petroleum products and is tasked with ensuring compliance of product quality, inventory control, and environmental regulations. Manchester Fuel Depot provides fuels support for U.S. and allied forces throughout the Puget Sound region and the Pacific Rim. 🌟



## Navy Exchange Service Command’s Navy Lodge Program Announces 2020 Award Winners

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS,  
NAVY EXCHANGE SERVICE COMMAND

On July 13, the Navy Exchange Service Command’s (NEXCOM) Navy Lodge Program announced its 2020 Carlson Award winners, as well as its General Manager of the Year and Associate of the Year. This year’s Navy Lodge awards were presented virtually by NEXCOM’s Chief Executive Officer, retired Rear Adm. Robert J. Bianchi and Christopher Settelen, vice president, Navy Lodge Program.

“Last year was unlike anything our command or associates have ever seen,” said Bianchi. “Our Navy Lodge associates did yeoman’s work to ensure their guests were safe, healthy and taken care of in the midst of a worldwide pandemic. They went above and beyond to provide premier guest service under very difficult circumstances. I am extremely proud of all our Navy Lodge associates for their dedication to the Navy and to those who serve our country.”

The most prestigious award, the Edward E. Carlson Award, is given each year to the Navy Lodge that has the highest scores in guest and associate satisfaction, operations, quality assurance assessment and financial performance. The Navy Lodge of the Year Grand Winner is Navy Lodge Gulfport, Mississippi; Navy Lodge Pensacola, Florida; is the winner in the large category; and Navy Lodge Bangor, Washington, is the winner in the medium category.

For her unwavering service to guests during the COVID-19 pandemic, Marietta Cuffee, guest service representative supervisor at Navy Lodge Norfolk, Virginia, was selected as the Navy Lodge Associate of the Year. When Navy Lodge Norfolk housed over 1,457 guests on Restriction of Movement (ROM), Cuffee spent numerous hours communicating with, creating and delivering ROM bags so those guests had the supplies they needed when they were unable to leave their rooms. She also worked to ensure that the Navy Lodge’s Grab ‘n Go breakfast exceeded guests’ expectations.

Carla Gutierrez, general manager, Navy Lodge Pensacola, Florida, was selected as the Navy Lodge General Manager of the Year. In addition to operating her property, Gutierrez is on the Navy Lodge General Manager Advisory Committee, Chairperson of the Spring Training Committee, a member of the Training Committee and a Manager-in-Training trainer. She beat her FY20 budgeted occupancy of 81.9% to conclude the year at 82.2% during a pandemic. In addition, net contribution was exceeded by 11%. She also provided a safe haven for military families during tropical disturbances Sally, Delta, Gamma and Zeta. 🌟



# Navy Bots Boost Business Operations, Supply Chain Readiness

By James E. Foehl

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP BUSINESS SYSTEMS CENTER

A five-person Robotic Process Automation (RPA) Governance Team was employed August 2020 NAVSUP Business Systems Center (BSC) to develop and implement software application robots designed to accelerate business operations and improve supply-chain readiness for the Navy.

Less than one year later, multiple bots are in production and saving the Navy time and money by rapidly performing manual, repetitive, labor-intensive tasks with pinpoint accuracy for the NAVSUP Enterprise workforce.

“Our RPA program is providing a sustainable, enterprise wide capability that improves organizational performance and increases business value. Bots are executing repetitive, manual business data entries on behalf of users, freeing them up to focus on more value-added tasks, and increasing the speed and agility of the Navy supply chain,” said Capt. Gene Cash, commanding officer, NAVSUP BSC.

“Executing IT business processes faster gets supplies to Sailors faster,” said Allison Holle, supervisory information technology (IT) project manager for the RPA Governance Team at NAVSUP BSC. “Using bots, we enhance readiness by improving productivity, increasing the speed and accuracy of supply-chain data throughput, and reducing human error associated with manual processes.”

To keep up with the increased pace of technology, IT experts at NAVSUP BSC are implementing RPA as a modernized tactic to accelerate business processes and deliver relevant capability.

“The speed of technology is not slowing down, and neither is the IT workload,” said Holle.

Robotic process automation is a tool that creates and manages software robots designed to emulate human actions and interact with other information systems.

Bots can navigate IT systems, analyze on-screen content, identify and extract data, complete keystrokes, and perform a wide range of defined actions faster and more accurately than humans.

“It’s a short turnaround time to develop an automation,” said Holle. “Teams can typically create them locally within weeks, and they’re completely scalable.”

Efforts to implement RPA at NAVSUP BSC began in 2019 and led to the creation of the RPA Governance Team. The team consists of five IT specialists; two software developers, one subject-matter expert, one business analyst, and one project manager. They’re augmented by a group of 20 contractors that assist the team with software architect and developer duties for projects across the enterprise.

“Our governance has come a long way in a short amount of time. We work with several RPA communities of practice across the Department of the Navy and have stepped in to help others figure out how to start an RPA program and governance model.”

As of July, nine bots are under evaluation and development. Six have been approved and developed and are in production across the enterprise supporting business operations within the Navy’s supply chain.

The Issue Priority Group (IPG) Bot consolidates and sorts National Item Identification Number (NIIN) notes. Each transaction takes approximately 35 seconds to complete. The automation is executing the consolidation of 2,424 backlogged NIINs with multiple notes. The IPG Bot is projected to save approximately 2,500 hours of work annually.

The Ships Store Inventory (SSI) Bot enters item quantities in the Retail Operations Management system for monthly and quarterly inventories. The automation is currently performing at the Navy Exchange Command (NEXCOM) Ships Store onboard

Naval Support Facility Diego Garcia, where it has reduced the time needed to close doors for inventory, and increased access to quality of life services for authorized patrons. The SSI Bot is projected to save approximately 150 hours of work annually.

“What seemed like an impossible task was a walk in the park for the RPA team,” said Cynthia Beale, Ships Store program manager for NEXCOM. “This program not only gives Diego Garcia control to conduct inventories, but it also reduced records keeping time from 12 hours or more to two hours. At the end of the day, the Sailors are the ones that reap the benefit as the Ships Store is now capable of resuming normal operations a day earlier.”

The Mail Bot ingests files in a safe and scalable manner to accommodate workloads across different systems and network domains. The bot receives email, extracts metadata, scans and saves email attachments, stores data, and sends email replies. It creates lists that include metadata, date, time, exchange email identification, sender email address, attachments, names, and sizes. Mail Bot was designed to free up personnel from manually checking and processing emailed data across multiple systems while improving auditability, compliance, productivity, scalability, and response time. The projected amount of working hours saved varies depending on usage and application.

The Hazardous Materials (HAZMAT) 2.0 Bot enters data from HAZMAT Management spreadsheets to Navy Enterprise Resource Planning (ERP). This bot is designed to improve accuracy and auditability while reducing rework from human error. HAZMAT 2.0 Bot is performing at four HAZMAT centers and is slated for implementation at more than 70 locations Navy wide. The automation is projected to save approximately 6,000 hours of work annually.

“This automation allows our customers to condense what was once was a tedious procedure into a short intuitive process. What took days or weeks to train now takes an hour or so,” said Shane Dreese, Ashore HAZMAT technical lead at NAVSUP Weapons Systems Support (WSS). “Creating the bot was important for NAVSUP WSS because it furthered our drive for process improvement. Not only does it fuel

our passion for change, but it gives us great satisfaction knowing that Sailors and the Navy will benefit from its cost and labor savings.”

The Total Record Inventory Management (TRIM) of Letters Bot downloads documents from the Personal Property Transport Audit System and uploads them into Content Manager, the Navy’s system of record for tracking household goods moves. The bot processes an average of 60 records per day, clears record backlogs due to system interruptions, and is projected to save approximately 375 working hours annually.

The Financial Policy and Systems (FMP) Home Guard Bot retrieves and delivers information from Navy ERP to accountants for quarterly audit purposes. The bot is designed to improve audit accuracy, compliance, responsiveness, and productivity. The projected amount of working hours saved varies depending on usage.

Training citizen developers and creating an automation portal have been fundamental to the success of the RPA Governance Team.

“Our portal is a one-stop-shop for RPA throughout the NAVSUP Enterprise. It allows anyone to pitch ideas via an interactive submission process and shows who’s submitting what automations at various commands. You can see where ideas are in the pipeline and throughout various stages of development. This has been a huge success, and we haven’t seen other commands in the Navy come that far yet,” said Holle.

According to Holle, the future state of RPA at NAVSUP includes training citizen developers to stand up RPA centers at each command and the governance team providing centralized services, support, and oversight for command centers and the enterprise.

“Robotic process automation is a powerful tool, but it’s not a tool that NAVSUP BSC needs to use alone,” said Holle. “We want to deliver this tool to commands across the enterprise so they can quickly develop automations that support their mission.” 🌟

# Navy Exchange Service Command opens its 50th Micro Market

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS, NAVY EXCHANGE SERVICE COMMAND

The Navy Exchange Service Command (NEXCOM) opened its 50th Micro Market at the Naval Submarine Base New London, Connecticut, Building 534 in May. The first Micro Market opened at the Southeast Regional Maintenance Center in Mayport, Florida, in 2015.

“NEXCOM began opening Micro Markets to fill a need for our customers who may not have access to food and beverages when and where they need them,” said Roanna Hatfield, senior operations specialist at NEXCOM. “Over the past six years, we have opened Micro Market locations in barracks, a Navy Gateway Inns & Suites, hangars, flight lines and the Navy Supply Corps School. Our team is always looking for locations that will be beneficial to our military members and Navy commands.”

The new 501 sq. ft. Micro Market, located inside a barrack on base, offers Sailors 481 different items to purchase including healthy choice food items such as salads, fruit and snack options as well as hot and cold beverages, a variety of heat and serve meals and sandwiches.

Micro Markets are self-service operations placed in a Navy facilities where there are a large number of people, but not a lot of food options available or time is limited. They are open 24-hours per day, seven days a week and take both cash and credit card payments.

NEXCOM plans to open 10 new Micro Markets in 2021.

NEXCOM’s Ships Store Program opened the first Micro Market@Sea aboard USS San Antonio (LPD 19) on Nov. 30, 2020. Ship personnel now have access to over 100 snack items with the potential to stay open 24 hours a day/seven days a week when operationally feasible. NEXCOM has plans to open other Micro Market@Sea locations in the future. 🌟



The Navy Exchange Service Command opened its 50th Micro Market at the Naval Submarine Base New London, Connecticut, Building 534 in May.





## New Tide Cleaners Lockers Help Sailors Look Ship Shape'

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS, NAVY EXCHANGE SERVICE COMMAND

**Navy Exchange (NEX) patrons at Naval Air Station Patuxent River, Maryland and Naval Station Everett, Washington, are the first in the Navy Exchange Service Command (NEXCOM) Enterprise to test its new service for laundry and dry cleaning - Tide Cleaners Lockers.**

"The mission of NEXCOM is to provide quality goods and services at a savings to all our deserving Sailors and military families," said Lil Blansett, operation service specialist at NEXCOM. "The laundry and dry cleaning business has been difficult over the past several years, but even more so during the COVID-19 pandemic. In our search for a solution, we contracted with the vendor Tide Cleaners Lockers to provide a much needed service to our customers."

To get items laundered, customers need to first download the Tide Cleaners Lockers app and then place the items they want laundered in a locker. From the app, the customer can choose to have the items dry-cleaned, pressed only, laundered as well as washed and folded. Customers can also choose wash preferences for each item, to include type of Tide detergent and preference on starch. Customers then submit their order through the app.

The vendor who launders the items sets the cost per item and the price may vary based on location. For example, to dry clean a formal dress costs \$14.39 while to wash and fold items is \$2 per pound at NAS Patuxent River. Monthly subscriptions are available. The phone app also lists a time the items will be picked-up from the locker, and based on that time, it will also lists a return date and time. On average, the laundered items are returned in 3 - 4 days.

Currently, there are 16 lockers available at NEX Patuxent River for customers to utilize during NEX operating hours and 52 lockers in three locations at Naval Station Everett. Blansett stated NEXCOM is looking to expand the service in the future where there are Tide Cleaners Lockers franchisees that can support NEX locations. 🌟

## NAVSUP Fleet Logistics Center Bahrain Applies Continuous Process Improvement Tools to Manage Personal Property Shipments

By Kambra Blackmon

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER BAHRAIN

Amid the busiest time of year for Personal Property Shipping Offices (PPSO) across the globe, NAVSUP Fleet Logistics Center (FLC) Bahrain PPSO created process maps to effectively manage inbound personal property shipments to Bahrain during the peak moving season.

The peak season for military moves typically occurs between May and August each year. NAVSUP FLC Bahrain PPSO manages the shipment, delivery, and storage of personal property for the Department of Defense personnel moving to and from Bahrain.

"We typically manage about 3,000 shipments per year with the goal of providing world-class service to ensure our customers have the best move in their careers," said Gerald Bridgers, PPSO director at NAVSUP FLC Bahrain. "The easier we make the process of moving for our customers, the more they can focus on their jobs. With the turnover across the commands in Bahrain, the faster someone can integrate into their new job, and the more effective each of the commands can be."

One way NAVSUP FLC Bahrain PPSO is ensuring optimal service is by creating process maps to accurately track and manage all shipments for their customers. A process map is one of the seven basic Continuous

Process Improvement (CPI) tools used to visually display the workflow of an operation from the beginning to the end.

"After noticing a discrepancy in our shipment management data, we reviewed and analyzed the Defense Travel Regulation by creating process maps that enabled us to visualize processes and identify where the discrepancy originated," said Zahra Hussain, transportation specialist at NAVSUP FLC Bahrain. "Through this analysis, we were able to remove waste and accurately track 100% of all shipments."

Throughout the COVID-19 pandemic, NAVSUP FLC Bahrain PPSO has continuously assessed operations to increase productivity and effectiveness. Last November, two transportation specialists from PPSO were awarded Lean Six Sigma Green Belt certifications after completing two improvement projects each.

"Managing processes has been the key to success with the PPSO team," said Jacqueline Adams, the command CPI champion at NAVSUP FLC Bahrain. "This is a true demonstration of what it means to apply the skills gained from the CPI training program to develop and implement solutions that are beneficial to the team and the organization."



## NAVSUP's Task Force Audit on Track for World-Class Financial & Inventory Accountability

By Debbie Dortch

OFFICE OF CORPORATE COMMUNICATIONS, NAVAL SUPPLY SYSTEMS COMMAND

**W**ith a worldwide Navy Working Capital Fund (NWCF) supply inventory valued at more than \$39 billion, keeping the Navy's Ships, Submarines, Aircraft, and nearly 350,000 Sailors equipped and prepared to defend America's interests around the globe requires best-in-class financial and inventory accountability.

To ensure fleet readiness and lethality, Commander, Naval Supply Systems Command's (NAVSUP) established a task force to orchestrate, integrate and synchronize audit responsibilities for NWCF supply material end-to-end. The task force has already delved deeply into defining its path

forward by establishing a campaign plan to yield supreme accuracy.

"Over the past 90 days, the task force has developed a campaign plan with focused lines of effort, defined targets, measures of performance and effectiveness while utilizing data analytics to drive outcomes. It's a tremendous team effort to build a coherent strategy for the magnitude of this complex issue," said Task Force Lead Rear Adm. Kristin Acquavella, special assistant commander to Commander, NAVSUP. "We'll focus on NAVSUP warehouses first, use lessons learned to ensure our business processes are standardized and scale up across the enterprise, measuring ourselves

along the way to ensure we attain our desired effects."

The Audit Campaign plan, consists of four phases: phase I is titled NAVSUP First and starts January 2022; phase II consists of other Navy Budget Submitting Offices; phase III focuses on Department of Defense non-Navy entities but excludes Defense Logistics Agency, which is running audit efforts in parallel. Phase IV hones in on commercial plants, which house over \$9.2B of our NWCF-SM inventory.

"The business processes we are putting in place will be standard, reliable, accurate, complete, and scalable for many years to come, said Deputy Task Force Director and

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Deputy Assistant Secretary of the U.S. Navy (Financial Operations) Office of the Assistant Secretary of the Navy (Financial Management and Comptroller) Ms. Mobola A. Kadiri and Special Assistant to the NAVSUP Capt. (Rear Adm. lower half select) Kristin Acquavella toured Naval Air Station North Island warehouse facility and discussed the organization's Financial Improvement Audit Readiness efforts.

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Lead Architect of the Campaign Ron Wilson. “We expect that common measures of performance, standardized and consistent, will result in improved materiel accountability and audit readiness.”

NAVSUP's warehouses are located worldwide and comprise 19% of the dollar value of Navy Working Capital Fund supply management inventory in the campaign plan. Phase II will commence in the fall of 2022, scale to 196 warehouses and represent 28% of the dollar value of NWCF supply inventory in the campaign plan. The remaining 53% of inventory will be examined at 760 commercial plans through the end of 2024, culminating in the campaign's completion.

NAVSUP's Audit Campaign and its intent to develop an accurate and transparent financial audit program to improve NAVSUP's governance and surety of NWCF supply management inventory accountability to achieve Fleet mission requirements directly aligns with NAVSUP's lines of

operations as defined in Commander, NAVSUP's 2021 Commander's Guidance. One of eight lines of operation, inventory management focuses on excesses and shortfalls, as well as control failures in current operations. The desired condition is to define optimized ironclad controls related to supply procurement, supply, storage, distribution, overhaul, and disposition. The campaign dovetails with Naval Sustainment System-Supply (NSS-Supply), which is a combination of commercial best practices, process improvements, governance and oversight to maximize efficiencies and effectiveness within available means. NSS-Supply is a crucial node of NSS, a Navy wide initiative embracing industry best practices tailored for specific Navy requirements and fleet operations.

“NSS-Supply will drive end-to-end naval supply chain integration and reform as it streamlines the Navy's supply chains to increase readiness, decrease turn-around-

times, increase velocity of spares, and reduce costs,” said Commander, NAVSUP Rear Adm. Peter Stamatopoulos. “NAVSUP brings to bear supply chain, acquisition, sustainment and logistics capabilities to achieve the mission. Every day our commitment is toward results and outcomes in Fleet and Joint operations.”

“This audit campaign is laser focused on attaining the desired effects to improve support to the warfighter. We understand that robust end to end supply chains are inextricably linked to readiness and lethality,” Acquavella said.

Before joining NAVSUP in June 2021, Acquavella served as chief of staff, Logistics Supply Chain Operations, Office of the Chief of Naval Operations, N41. 🌟

## NAVSUP WSS Cash War Room Keeping NWCF Solvent

By Brian Jones

OFFICE OF CORPORATE COMMUNICATIONS,  
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The Navy introduced Naval Sustainment System (NSS)-Supply in October 2020 to design a single, strategic-scale, sustainable Navywide supply chain. As part of NSS-Supply's cash recovery plan for the Navy Working Capital Fund-Supply Management (NWCF-SM), NAVSUP Weapon Systems Support (WSS) launched the Cash War Room focused on prioritizing deliveries and validating spares purchase orders (PO) without impacting readiness to conserve cash in fiscal year (FY) 21/22.

NAVSUP WSS' NWCF operation is run like a business in that a business relies on cash through sales to pay expenses to keep the business running and to replenish money to continue buying or repairing more products. When a business is unable to bring in more cash than they pay out in expenses, it becomes insolvent and could possibly cease to exist. The NWCF must also operate within certain rules to ensure its solvency.

“It is imperative to conserve cash in the NWCF to keep products, spares or repairs, on the shelf to meet the fleet's readiness requirements, satisfy customer demand, and maintain customer trust and confidence in the government's supply chain,” said Rainy Lowery, NAVSUP WSS director, Special Projects.

NAVSUP WSS has a very robust, data-backed and well-governed approach to defining requirements. However, previously a ‘cash lens’ was not always applied, according to Capt. John Montinola, NAVSUP WSS comptroller. While the requirements are usually valid and necessary, there is opportunity to put more scrutiny on delivery schedules to better align spare deliveries with fleet customer demand.

“Cash lens refers to viewing each [part] with the intent to delay, defer, reduce, and validate the requirement,” said Montinola. “This preserves or generates cash in the Navy Working Capital Fund provided it does not negatively impact readiness, cash balance, or contribute to cash insolvency in the future years.”

The Cash War Room is also introducing an additional scrutiny into the buying process. Open spares contracts are being reviewed to see where room exists to adjust delivery schedules to conserve FY 2021/2022 cash. A cash lens will also be embedded into existing business processes to review current requirements prior to funds obligation to mitigate costs and maximize obligation authority.

“A new NIIN/PO review will start in

September and look at 269 NIINs ranging in value between \$25.2 million to \$158 million automatically marked for termination through our Financial and Logistics Integrated Requirements Report data and continue to preserve or mitigate our cash effort,” said Montinola. “This process allows NAVSUP WSS to determine which product orders do not meet customer readiness requirements and clears shelf space for products that can immediately sell, which will positively impact cash.”

Each Cash War Room sprint reveals new lessons learned to assist in uncovering resources more effectively and efficiently.

“Our new initiative is an example of NAVSUP WSS taking a strategic approach to improve cash quickly and decisively,” said Montinola. “In addition to our strategic approach, we are leveraging technology with Microsoft Teams to efficiently provide updates or feedback to our Integrated Weapon Support Teams contributing to a more informed decision-making process.”

In addition, government entities such as the fleet and shipyards play a major role in keeping NWCF solvent. The COVID pandemic tested government, private sector, and academia's supply chain over the past year.

NAVSUP has identified three areas to support NCWF solvency, according to Lowery. Congress and/or the Office of Budget providing appropriate funding levels to the command's customers, customers using their buying power to purchase parts from NWCF generating immediate sales to improve cash and honoring the budget requirement request.

The Cash War Room has generated \$421.9 million cash value for FY 21/22 with the current PO review, and over the past several months, the team reviewed \$1.8 billion worth of FY 21/22 contracts. The target is to conserve \$500 million in total cash for FY 21/22.

“The Cash War Room is one of many NAVSUP initiatives to ensure the government's supply chain institutionalizes fault tolerance,” said Lowery. “NAVSUP WSS uses best practice methods and insights to look at Supply Chain Management challenges from both the supplier and consumer perspective and address issues. These initiatives strengthen NAVSUP's relationship with our strategic partners and ensures fleet requirements for readiness remains constant even when other supply chains fail.” 🌟





## NAVSUP Fleet Logistics Center Yokosuka Supports Carl Vinson During Japan Port Visit

By Brandon Taylor

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER YOKOSUKA

**NAVSUP Fleet Logistics Center (FLC) Yokosuka provided products and services to USS Carl Vinson (CVN 70) during its port visit onboard Commander, Fleet Activities Yokosuka (CFAY).**

The port visit from the San Diego-based aircraft carrier, carrying more than 70 aircraft and 5,000 crew members, was the first non-forward deployed aircraft carrier to visit Yokosuka in nearly 10 years. The short period in port was intended to allow the Carl Vinson crew time to unwind after several months underway.

"Our crew is excited and honored to have this opportunity for an on-installation port visit," said Capt. P. Scott Miller, Vinson's commanding officer. "Carl Vinson, the

embarked air wing and our strike group staffs are looking forward to this time of relaxation and a short pause from our underway time in support of global and regional stability."

Liberty for the crew was limited to the CFAY installation only, a precautionary measure to protect against the spread of COVID-19 on base and its neighboring community. This limitation required NAVSUP FLC Yokosuka to provide extra products and services to the ship.

"Our mission diverged dramatically from the presumption and practices of typical support for homeported ships returning from deployment, primarily due to the crew's confinement onboard CFAY," said Angelo Vigil, NAVSUP FLC Yokosuka deputy operations director. "A significant amount and a greater variation of services were

requested, required and provided successfully to support Carl Vinson."

NAVSUP FLC Yokosuka coordinated with CFAY Morale, Welfare and Recreation (MWR) and a husbanding service provider to set up an illuminated fleet landing area consisting of barbecues, coolers, mist fans, refrigerated storages and over 500 tables and chairs.

On the pier, Sailors were able to participate in many private associations' fundraising events. Additionally, private vendors were brought in to sell Japanese souvenirs and trinkets that normally could only be purchased off base in order to experience some Japanese culture and make the most of their port visit.

Further, MWR food services was able to work with the ship to supply over 1000

The Nimitz-class aircraft carrier, USS Carl Vinson (CVN 70), arrives at Commander, Fleet Activities Yokosuka for a scheduled port visit. Carl Vinson, homeported in San Diego, California, and the accompanying Carrier Strike Group (CSG 1), are on a rotational deployment in the U.S. 7th Fleet area of operations to enhance interoperability with partners and serve as a ready-response force in support of a free and open Indo-Pacific region. -photo by Mass Communication Specialist 3rd Class Zenaida Roth

meals each day, allowing Carl Vinson to minimize galley operations aboard, giving food service personnel a well-deserved break.

NAVSUP FLC Yokosuka not only helped the crew recuperate, but also provided quality-of-life support by transferring roughly 100 triwall boxes of mail to Carl Vinson, weighing nearly 13,000 pounds. Following the initial port visit notification, a team of military, U.S. and Japanese civilian employees began coordinating with NAVSUP headquarters, stateside postal agencies, mail processing plants and commercial airlines to support the carrier strike group's (CSG) postal requirements.

The postal team worked late at night across four different time zones in order to expedite the CSG's mail to Fleet Mail Center (FMC) Yokohama. Due to FMC Yokohama's efficiency in scheduling mail delivery, synchronization with airlines and transit time windows, the last batch of mail was processed for delivery to Carl Vinson barely two hours before crane services expired. This last-minute operation was completed while still meeting regional and local postal distribution and dispatching demands, both of which have remained high since COVID-19 began.

"For our team of professionals, this was a quick, high-demand mission," said Capt. Edward Pidgeon, NAVSUP FLC Yokosuka commanding officer. "Wherever they are in the Indo-Pacific region, our mission partners will always receive the same unwavering level of support." 🌟

## Navy Food Management Team Prepare Culinary Specialists for Themed Meals

By Tina Stillions

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

The NAVSUP Fleet Logistics Center (FLC) San Diego Navy Food Management Team taught a two-day themed meal seminar Sept. 8-9. The Navy Birthday meal was the topic for course instruction.

Student culinary specialists (CS) from USS Makin Island (LHD 8) and USS Mobile (LCS 26) were provided training to gain a better understanding of various themed meals served by U.S. Navy General Messes, including a brief history of the themed meal, cooking techniques and key terms as they relate to meal planning and preparation.

One of the instructors, Chief Petty Officer Donta Allen said he gets as much out of the training as those who attend.

"Training these Sailors was truly an honor," said Allen. "I take great pleasure in training future leaders within our CS community and the Navy."

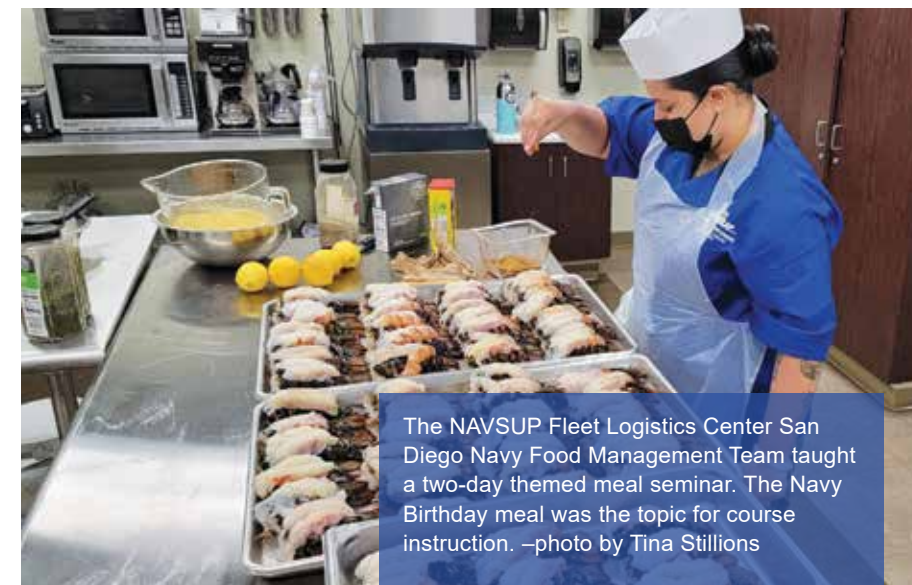
During the seminar, culinary specialists were taught multiple food preparation and cooking techniques for appetizers, desserts, salads and beverages. Day one consisted of classroom topics and maximum preparation for day two execution. On the second day, the students prepared the meal and then sampled the end products.

NAVSUP FLC San Diego Fleet Operations Director Cmdr. Jason Deleon said the training benefits not only the Sailors in attendance, but the Navy as well.

"The opportunity for culinary specialists to train with the elite Instructors of the Navy Food Management Team will guarantee a return on investment towards a high level of culinary expertise for the Navy," he added.

All of the students and Instructors were required to practice social distancing, wear facial coverings and follow proper prevention hygiene throughout the entirety of the seminar to ensure the safety of all who participated.

Approximately 7,500 culinary experts serve in the United States Navy worldwide. All ships have a dining or galley area. There are two types of culinary specialists, either serving on ships or submarines. They are CS for ships and culinary specialist submarines (CSS) for subs. They serve a vital role aboard ships and submarines and are a great contributor to crew morale. 🌟



The NAVSUP Fleet Logistics Center San Diego Navy Food Management Team taught a two-day themed meal seminar. The Navy Birthday meal was the topic for course instruction. -photo by Tina Stillions



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