

THE NAVY SUPPLY CORPS



Newsletter

Summer 2023

Contracting Drives



21st Century Logistics



A Message from the Chief of Supply Corps

This issue of the Supply Corps Newsletter highlights the work of our contracting professionals. These men and women deliver readiness to our fleet, joint and international allies and partners by turning customer requirements into reality. NAVSUP and Supply Corps contracting professionals are stationed around the globe, ready to support the fleet at a moment's notice. Contracting is essential to mission success.

I'm delighted to introduce this issue of the Supply Corps Newsletter, a format that has anchored our communication efforts since the Navy established NAVSUP in 1966. I've asked the corporate communication team to undertake a wholesale review of the newsletter and recommend changes to keep it up-to-date, relevant and a value add for our community. If you have any ideas you'd like to share with us, we welcome your input.

NAVSUP and the Supply Community have never been more relevant or in demand. Each one of you contributes to our success, and benefits from our ability to inform, enable and persuade. It is the honor of my lifetime to serve as Commander, Naval Supply Systems Command and your 50th Chief of Supply Corps.

K. W. Epps
RDML, SC, USN

Supply Newsletters Survey WE WANT TO HEAR FROM YOU!

To better serve our entire Navy supply readership, NAVSUP wants to hear your feedback on the Supply Corps Newsletter, OP Monthly Status Report and Enlisted Supply Quarterly.

The survey is open to all readers, including civilian, military, retired military, and retired civilian personnel in a supervisory or non-supervisory status. The survey will help us improve the newsletter in terms of distribution, content, and format. Participation in the survey is voluntary; however, all responses will have an impact on how the newsletter is formatted and distributed in the future.

Your feedback is valued and will aid in the development of an improved newsletter. All responses are anonymous.

Please follow the link below to take the survey:

<https://tinyurl.com/supplynews>

The survey will close on Oct. 20.





NEWS FROM THE Command Master Chief

Supply Family,

As I continue to see the great work that NAVSUP and our supply community is doing around the globe, I think about where we were just a few years ago compared to now as we are faced with the decade of concern.

One of our disquiets is attrition, we are losing more enlisted inventory than accessions can keep up with. We are potentially not going to meet recruiting goals, and the delta between currently on board (COB) and Billets Authorized (BA) is growing at both ashore and sea commands. What are we doing about it...?

- Selective Reenlistment Bonuses: Culinary Specialist & Retail Services Specialist up to \$30K
- Sea Duty Incentive Pay: For all three of our rates in paygrades ranging from E5-E9 up to \$700
- There have been three phases of the Detailing Marketplace Assignment Policy (DMAP) rewards Sailors in sea-intensive ratings who stay Navy and stay on sea duty. More information can be found on MyNavyHR, Detailing Marketplace (<https://www.mynavyhr.navy.mil/Career-Management/Detailing/Enlisted/Detailing-Marketplace/>).
- We are now seeing the first iteration of Senior Enlisted Marketplace (SEM) which is a fundamental shift in how enlisted sailors will be advanced, using a billet-based advancement system, starting with our newly SEM screened FY 24 Master Chiefs.

This issue highlights our contracting offices around the world. They are the ones that you seldom see, but rely on to pay the bills. It is primarily comprised of both civilian and officer work force. However, we are continuing our Navy Enlisted Contracting Officer pilot program throughout the Fleet Logistics Centers. Allowing interested & qualified enlisted members to become warranted contracting officials. Please contact your local FLC Code 200 for more information.

Lastly, I would like to give a shout out to our Naval Station Gulfport Supply family as they hosted our detailing team for the Supply Enlisted Roadshow. Their galley is the crown jewel of the base providing nutritious meals to all. Thank you for your hospitality, BZ Shipmates!



The Navy Supply Corps Newsletter

CMDCM (SW/AW) Mark R. Schlosser, USN
Command Master Chief
Naval Supply Systems Command

NEWSLETTER

Summer 2323

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Naval Supply Systems Command
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FEATURE: CONTRACTING



DEPARTMENT OF THE NAVY Category Management Category Management, A Game-Changer for DON Acquisition

Category Management (CM), a major game-changer for 2023 acquisition, will begin this summer. CM has been around for several years, starting with Office of Management and Budget's mandate for federal agencies to use strategic sourcing practices in the acquisition process. The DoD CM program is a multi-agency effort to streamline the acquisition process and reduce risk. It is a game-changer for the DoD because it will allow the DoD to acquire goods and services in a more efficient and cost-effective manner. The DoD CM program is a multi-agency effort to streamline the acquisition process and reduce risk. It is a game-changer for the DoD because it will allow the DoD to acquire goods and services in a more efficient and cost-effective manner.



Contracting Foundations

By Joseph Callaghan, Director of Contracting Foundations, and Cheryl Semmes, Director of Contracting Foundations

The DoD CM program is a multi-agency effort to streamline the acquisition process and reduce risk. It is a game-changer for the DoD because it will allow the DoD to acquire goods and services in a more efficient and cost-effective manner. The DoD CM program is a multi-agency effort to streamline the acquisition process and reduce risk. It is a game-changer for the DoD because it will allow the DoD to acquire goods and services in a more efficient and cost-effective manner.

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SUPPLY CORPS FOCUS

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AROUND THE SCHOOLHOUSE



Honorary 'Chop'

A former U.S. Marine Corps aviator and a former U.S. Navy aviator were honored with the 'Honorary Chop' award. The award is presented to individuals who have made significant contributions to the Navy Supply Corps. The award is presented to individuals who have made significant contributions to the Navy Supply Corps.



Ready for Sea!

Graduates from the Best Graduate Course (BGC) in the first half of the year. The BGC is a two-year program that prepares graduates for a career in the Navy Supply Corps. The BGC is a two-year program that prepares graduates for a career in the Navy Supply Corps.

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AROUND NAVSUP



The Navy Supply Corps Command is proud to announce the recipients of the 2023 Supply Corps Award. The award is presented to individuals who have made significant contributions to the Navy Supply Corps. The award is presented to individuals who have made significant contributions to the Navy Supply Corps.

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NOTE: This issue of *The Supply Corps Newsletter* covers the summer change of command and move season. In some cases ranks and duty positions are stated as they were at the time the articles were written.



Commander, Naval Supply Systems Command and 50th Chief of Supply Corps Assumes Command

By Matthew Morrison

OFFICE OF CORPORATE COMMUNICATIONS, NAVAL SUPPLY SYSTEMS COMMAND

Rear Adm. Kenneth Epps succeeded Rear Adm. Peter Stamatopoulos as Commander, NAVSUP and Chief of Supply Corps, under the watchful eye of Chief of Naval Operations Adm. Mike Gilday during a change of command and retirement ceremony onboard Naval Support Activity Mechanicsburg, Pennsylvania.

- Courtesy photo

Rear Adm. Kenneth Epps succeeded Rear Adm. Peter Stamatopoulos as Commander, NAVSUP and Chief of Supply Corps, during a change of command and retirement ceremony onboard Naval Support Activity Mechanicsburg, Pennsylvania, June 23.

As commander of NAVSUP, Epps will lead more than 25,000 military and civilian personnel in their efforts to further the Naval Supply Systems Command mission.

The son of a Navy man, Epps was born in Canada, and calls Pensacola, Fla. home. Epps is a 1990 graduate of Vanderbilt University where he commissioned through the Reserve Officers Training Corps program. He holds a Master of Business Administration from the University of North Carolina at Chapel Hill, where he was the recipient of the Frank Hawkins Kenan Award for Excellence, and is a distinguished graduate of the Industrial College of the Armed Forces, where he earned a Master of Science in National Resource Strategy.

“We are incredibly fortunate to have exactly the right leader in Admiral Ken Epps. There is simply no one better suited to lead NAVSUP now,” said Adm. Mike Gilday, Chief of Naval Operations and presiding officer over the change of command.

Prior to assuming command of Naval Supply Systems Command, Epps served as commander of Naval Supply Systems Command Weapon Systems Support.

“All the words that come to mind; humbled, honored, et cetera, it doesn’t even begin to capture how I feel up here now, so I’m not going to try. CNO, your vote of confidence I don’t take lightly, and I’m grateful for the opportunity to lead NAVSUP and the Supply Corps,” Epps shared. “Pete, thank you for elevating sustainment and getting ‘status quo’ out of our lexicon, to all my mentors, former CEO’s, bosses, former branch chiefs, friends, buddies, wingmen, chief petty officers, all the sailors, men and women. The whole village it took to get me to this place today I can’t thank you enough. Finally to the men and women across the NAVSUP enterprise, the Supply Corps and all of our supply enlisted ratings; it is going to be the honor of my lifetime to be the commander of Naval Supply Systems Command and the 50th chief of Supply Corps.”

After the change of command, the ceremony transitioned to Rear Adm. Stamatopoulos’ retirement.

Stamatopoulos, a native of San Diego, assumed command of Naval Supply Systems Command

in June 2020. After a storied naval career, Stamatopoulos is retiring after 35 years of service.

As commander of NAVSUP, Stamatopoulos successfully implemented Naval Sustainment System – Supply (NSS-Supply), a combination of commercial best practices, process improvements, governance, and oversight to maximize efficiencies and effectiveness.

“Working together as Supply Corps professionals during NSS-Supply, we’ve made positive impacts to vital end-to-end Navy Supply Chains and enhanced the readiness and lethality of our naval forces. The innovative approaches to acquisition and lifecycle sustainment, supply chain management, and operational logistics produce the driving force behind NSS-Supply,” said Stamatopoulos. “The sustained dedication of the NAVSUP team does not go unnoticed.”

He also directed the NAVSUP Enterprise during the rollout of the CNO’s Get Real Get Better initiative; orchestrated the resolution of the Red Hill fuel spill; oversaw the creation of Task Force 66.5; coordinated the creation of the Worldwide Expeditionary Multiple Award Contract; and established a Naval Supply Systems Command presence on Capitol Hill.

Stamatopoulos also led NAVSUP as the enterprise navigated the COVID-19 pandemic.

“When I first took command in 2020, I made a point to say that complacency and status-quo had no place within the NAVSUP Enterprise. Our achievements over these past three years are a compounding result of that mindset,” said Stamatopoulos. “The efforts of our Supply Corps officers and NAVSUP employees during my time as commander frequently outperformed fleet expectations. I said NAVSUP would strive for excellence under my command and that is precisely what we did.”

Prior to becoming commander, NAVSUP and 49th chief of Supply Corps, Stamatopoulos, as a Supply Corps officer, deployed across the globe in submarines, amphibious assault ships, aircraft carriers and operational staffs. In his most recent assignment, he served as director of logistics (J4), U.S. European Command.

His operational assignments include USS Chicago (SSN 721); USS Constellation (CV 64); Logistics Forces, U.S. Naval Forces Central Command (CTF 53); Expeditionary Strike Group (ESG 3) embarked USS Peleliu (LHA 5) and Commander, Task Force 59, U.S. 5th Fleet. During those tours, he participated

in the Cold War, operations Desert Storm, Southern Watch, Determined Response, Enduring Freedom and the Non-Combatant Evacuation of American Citizens from Lebanon.

His staff assignments include assistant chief of staff, Logistics and Ordnance, Commander, Naval Surface Forces Pacific; commanding officer, Naval Supply Systems

Washington, D.C.; and as fleet supply officer on the staff of Commander, U.S. Fleet Forces Command.

“Behind every great logistician is the team who turns strategy into execution and vision into reality,” said Gilday.

Stamatopoulos served on teams that have been recognized with numerous awards and is the recipient of the Adm. Stan Arthur



Rear Adm. Kenneth Epps succeeded Rear Adm. Peter Stamatopoulos as Commander, NAVSUP and Chief of Supply Corps, during a change of command and retirement ceremony with Chief of Naval Operations Adm. Mike Gilday presiding, onboard Naval Support Activity Mechanicsburg, Pennsylvania. - Courtesy photo

Command (NAVSUP) Fleet Logistics Center, San Diego; chief of staff, NAVSUP Global Logistics Support; Logistics Services Division chief, Joint Chiefs of Staff J4, Washington, D.C.; head Program Objective Memorandum Development Section, Office of the Chief of Naval Operations N80; executive assistant to the vice commander, NAVSUP; and supply officer, Fighter Wing U.S. Pacific Fleet and Fighter Squadron (VF) 124.

“As the 49th Chief of the Supply Corps, he energized and mobilized what he calls the “supply vanguard” in commands around the world -- charging them with the responsibility of improving our supply chains,” Gilday said. “And foundational to it all, he stressed the importance of uncompromising integrity.”

As a flag officer, he served as director, supply, ordnance and logistics operations, Office of the Chief of Naval Operations N41,

Logistician of the Year; Adm. Ben Moreell Award for Logistics Competence; Armed Forces Communications and Electronic Association and the Naval Institute’s Copernicus Award for C4I; and the 2006 Adm. Stan Arthur Logistics Team of the Year.

“Want to offer my thanks to the outstanding civilian and military men and women of Naval Supply Systems Command. The work you do each and every day is simply astounding,” said Gilday. 🌟



Mr. Francis Tisak, Deputy Director for Services Acquisition, DASN (P), briefing during a SART event in Jacksonville, FL.- Photo by Eric Sconyers

Category Management, A Game-Changer for DON Acquisition

By Michelle Leary Mationg, Senior Program Analyst, Department of the Navy Category Management Program Office

Category Management (CM), a real game-changer for DON acquisition, may seem like the latest buzzword, but it's not new. CM has been around for several years, starting with Office of Management and Budget's mandate for federal agencies to use strategic sourcing practices in the acquisition process.

What is CM? It is when federal agencies leverage common contracts and best-in-class solutions in order to buy common goods and services as a single enterprise. The CM approach eliminates redundancies, increases efficiency, and delivers more value and savings from federal acquisition programs. By applying CM principles, the DON, together with other government agencies, will achieve billions of dollars in savings for taxpayers by the end of fiscal year (FY) 23.

Deputy Assistant Secretary of the Navy (Procurement) (DASN (P)) tapped the Naval Supply Systems Command

(NAVSUP) to lead CM for the DON, designating NAVSUP as the DON Category Management Program Office (DON CMPO). With guidance from DASN (P), the DON CMPO is helping implement CM, aiding in many areas by providing tools that help with market research efforts and guiding customers to existing vehicles to help streamline the acquisition process. CM focuses on using existing vehicles that satisfy common requirements, creating vendor bases and platforms for industry, while also promoting the utilization of small businesses.

With the help of CM, the DON is changing the way we do business. Utilizing existing strategic solutions, while promoting small business and increasing spend under management (the percentage of an organization's spend that is actively managed according to CM principles) are "game-changers." These principles and strategies are resulting in fewer fragmented buys, fewer duplicative contracts awarded to the same vendors for similar requirements, and improving the way we meet mission requirements that save taxpayer dollars.

We have an important role in CM. Increased stakeholder involvement, from requirement owners to acquisition professionals executing contracts, is key to the success of CM as a program as it continues to grow in importance across the federal government.

DASN (P) and the DON CMPO are here for you, and will continue to host CM and Services Acquisition Review Training (SART) events in fleet concentration areas and other DON Budget Submitting Offices/ Head of Contracting Authority locations. Recent SART events in San Diego, California and Jacksonville, Florida increased awareness by training and developing the workforce in category management principles and practices. This training equipped acquisition workforce attendees with "new tools in their toolbox" and demonstrated the ease of using readily available strategic vehicles. The DON understands the essential role you play in adopting and practicing CM. Please feel free to reach out to our team for upcoming CM training and SART event dates, further questions, or support. 🌟

The Supply Corps and Defense Contract Management Agency Partnership

By Cmdr. Krysten Ellis

COMMANDING OFFICER, DEFENSE CONTRACT MANAGEMENT AGENCY SAN DIEGO AND

Lt. Cmdr. Richard Wilson

CONTRACT ADMINISTRATOR, DEFENSE CONTRACT MANAGEMENT AGENCY SAN DIEGO

In the early 90s, the Defense Contract Management Command (DCMC) was created under the Defense Logistics Agency (DLA) to establish standardized and centralized contract administration functions for Department of Defense (DoD), other federal organizations, and international partners. Prior to that, each organization administered their own contracts, resulting in duplicative efforts and conflicting policies and processes.

To stand up the command, the military services transferred 44 plan representative offices, 5,400 personnel, 100,000 contracts, and \$400 billion in total contracts. DCMC grew in both scope and mission through the 90s until 2000 when the Defense Contract Management Agency (DCMA) was created as an independent fourth estate agency.

Today, DCMA manages over 232,000 active contracts at more than 13,300 contractor facilities with a total value of more than \$4.5 trillion. The agency directly supports over 150 major Defense programs with the mission of being the independent eyes and ears of DoD and its partners, enhancing warfighter lethality by ensuring timely delivery of quality products, and providing relevant acquisition insight supporting affordability and readiness. The enterprise is streamlined to focus support both geographically and in unique functional areas.

DCMA is organized into seven Operational Units (OU), specifically four regions (West, Central, East, and International) and three functional centers of excellence (Special Programs, Cost and Pricing, and Aircraft Integrated Maintenance Operations). Contract Management Offices (CMOs) are assigned under an OU, responsible for performing day-to-day contract administration functions assigned in accordance with the Federal and Defense Federal Acquisition Regulations (FAR/DFARS). CMOs typically perform contract administration functions based on an assigned geographic area or in-residence needs at large defense industry partner facilities, but generally include similar functional subject matter expertise.

Each CMO has three main directorates: Quality Assurance, Manufacturing/Engineering, and Contracts. Among these three groups, offices perform contractual compliance assessment, contractor performance analysis, product monitoring and acceptance, contract payment, contract closeout, and program

management support for major Defense acquisition programs under their purview. For the Supply Corps billets, roles are focused mainly in the contracts directorate or agency leadership roles.

Junior officers can expect to support the contracts director as a contract administrator or as a warranted Administrative Contracting Officer (ACO), building technical expertise in contracting. An ACO works in conjunction with functional specialists in Quality Assurance and Engineering / Manufacturing to ensure successful completion of the contract while minimizing risk to the government. Senior supply officers serve as CMO commanding officers (CO) or OU commanders, either as an O-5 or O-6, depending on the size of the command and expertise needed for the billet. Command tours are limited to senior officers with contracting experience who have screened for either a Supply Corps commander milestone or major command board. Serving in a DCMA tour develops a Supply Corps officer into a well-rounded acquisition professional, especially when combined with experience at a procurement activity (e.g. SYSCOM, DLA, or Fleet Logistics Center).

Administering contracts across a complex Defense Industrial Base (DIB), DCMA is agile at handling emergent requirements and understands how to support the government/contractor team. During Operation Warp Speed, ACOs across the agency identified excess funds on contracts for buying activities to de-obligate and use on urgent COVID-19 supply procurement. Also during the pandemic, ACOs endorsed higher government financing rates to ensure continued contractor performance and solvency. The additional \$3.3 billion pushed into the DIB resulted in better contractor long-term financial positions during a tenuous time, especially for small businesses. This move ensured contractor solvency in many cases, and minimized losses to the DIB.¹

Fundamentally, a supply officer tour at DCMA develops the government and DIB team to ensure successful delivery or performance of what the warfighter needs and the taxpayer buys. Overall, contract administration experience contributes to the Supply Corps community tool-kit: better understanding of and coordination with the DIB; practiced negotiation techniques, especially in contractor pricing; effective financial management, minimizing excess and expiring funds; major weapons systems and support equipment affordability and readiness insight; and lifecycle logistics support.

DCMA executive leadership recognizes the impact of Supply Corps officers in the organization and the importance of being DCMA-trained. Deputy Director Sonya Ebright, Senior Executive Service, and a retired Supply Corps captain, said, "The Navy Supply Corps sends DCMA incredibly smart officers experienced in problem solving, business acumen, and leading in dynamic environments. DCMA affords these officers an opportunity to command and deepen their contracting and acquisition expertise. These officers return to the Navy with knowledge acquired from operating inside

¹ Montgomery, Matthew, "Agency Manages Critical COVID-19 Role," DCMA Insight 2021, Vol. 2, 25 Feb. 2021, <https://www.dcmamail/News/Article-View/Article/2513484/agency-manages-critical-covid-19-role/>. Accessed 8 Jan. 2023.

contractor facilities, modernizing surveillance techniques, leveraging data-based risk analysis and decision making to provide unique acquisition insight to stretch the dollars of buying commands.”

DCMA Director Army Lt. Gen. David Bassett recognizes the community’s contributions during his tenure, and said, “I am highly impressed with the caliber of officers the Navy Supply Corps sends to DCMA. These officers report with operational experience and contracting knowledge. They fully understand the supporting-supported relationship between commanders and their staffs, and between DCMA and the military services. While assigned to DCMA, these officers learn a great deal across the lifecycle of various Major Defense Acquisition Programs. They, therefore, return to the Navy as trusted acquisition professionals with extensive experience in leading diverse teams, driving value through modernizing business

processes, enriching acquisition decision making, and accelerating delivery of quality and affordable products to the warfighter.”

For Supply Corps officers, DCMA provides a rewarding and experiential tour for those interested in contracting and supply chain management, and skillsets that address DoD’s pursuit of maintaining the competitive edge, specifically by improving acquisition agility and affordability. This additional expertise, added to a Supply Corps officer’s proficiency in operational and platform logistics, enables DCMA’s vision to be the “team of trusted professionals delivering value to our warfighters throughout the acquisition lifecycle.” ✿

Contracting Foundations

By Joseph Caltagirone,

SUPERVISORY CONTRACT SPECIALIST, NAVSUP FLEET LOGISTICS CENTER NORFOLK;

Chelsey Crawford,

SUPERVISORY CONTRACT SPECIALIST, NAVSUP FLEET LOGISTICS CENTER NORFOLK;

Marisol Latoison, INTERN AND TRAINING DEVELOPMENT

COORDINATOR, NAVSUP FLEET LOGISTICS CENTER NORFOLK; AND

Cheryl Somers, INTERN AND

TRAINING DEVELOPMENT COORDINATOR, NAVSUP FLEET LOGISTICS CENTER NORFOLK



NAVSUP FLCN Code 200 Norfolk Office C205 Team: From left to right (back row): Cohort 1 – Aundra Redmond, Zackery Bowman, Ethan Othersen, Charles (Cody) Christie, Logan Geusic, and Ian Tupaz. From left to right (front row): Cohort 1 – Deneene Bailey, Porchia Locke, Bridgette Walton, Keisha Gordon-Blair, and Chelsey Crawford. - Photo by: Michael Brown

NAVSUP Fleet Logistics Center (FLC) Norfolk Contracting Department recently created a new division to better address onboarding, and developing and training all new developmental employees.

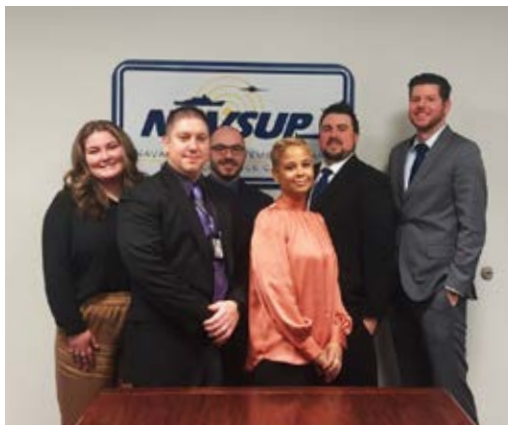
The Business Management, Learning and Development (BML&D) Division was implemented in October 2022, coinciding with the start of fiscal year (FY)23. As part of BML&D, there is one business management (BM) branch and two learning and development (L&D) branches.

As the fourth largest contracting office in the Navy, NAVSUP FLC Norfolk Contracting Department enhances readiness by providing acquisition, contracting support, and contract management support to a wide array of fleet, shore infrastructure, and Echelon I and II organizations. Employees are located in Norfolk, Virginia, Mechanicsburg, Pennsylvania, Philadelphia, Pennsylvania, Groton, Connecticut, and Arlington Virginia. Developmental employees make up 22% of the approximately 270 members of the Code 200 staff, with the department hiring

approximately 40 every year.

This new division was created to address training for these new employees, which had often been inefficient, inconsistent, and ineffective. In addition to their responsibilities training new employees, first line supervisors process an average of 380 contract actions a year. As a result, attrition within overburdened supervisors and journeymen has become prevalent over the years.

The BM branch is responsible for providing administrative support to Code 200, including hiring and onboarding of all new personnel. Going forward, new developmental employees will onboard in cohorts and spend their first year in Code 205 where they will acquire structured training before being reassigned to their next division within Code 200.



NAVSUP FLCN Code 200 Philadelphia Office C205 Team: From left to right (back row): Alexis Gartner, Angelo Conicelli, Jason Zajac, and Joseph Krawczyk, Front row: Joseph Caltagirone and Marisol Latoison. -Photo by: Kathleen Samson

Cohort 1 started in the third quarter of FY22 and consists of 15 new developmental employees. Cohort 2 began onboarding in the first quarter of FY23 and will continue through the second quarter of FY23.

The L&D branches are responsible for the development and training of all new developmental employees for Code 200. From the fourth quarter of FY22 through the first quarter of FY23, the L&D leadership team created training modules to provide a contracting foundation and structured training regime to Cohort 1 and all future cohorts.

The playbook for this effort is the

Contracting Foundations Program, designed to teach brand new employees the basic concepts, vernacular, and overall big picture of what it means to be a contract specialist. This is built so that contracting professionals receive the necessary foundation to build their future career.

The L&D leadership team structured the training modules to cover the topics outlined in the Contracting Foundations Roadmap. From administrative topics about who we are, to what our culture is all about, to the life of a contract specialist, to the technical contracting topics, these training modules will give the new developmental employees a strong foundation in this exciting career field.

“The training provided has been interactive, broken up into digestible parts, and followed up by exercises based on real-life contracting scenarios. Given I am new to contracting, this approach allows me to confidently learn the material from the ground up while navigating this new career field”, said Ian Tupaz, a member of Cohort I in Norfolk, Virginia.

As the training topics progressed, the L&D leadership team encourage Cohort 1 to work in groups to accomplish the module exercises and build relationships. Given this career field is so unique and ever changing, these relationships can go a long way toward improving the culture and ensuring contracting personnel are always evolving.

“The Code 205 leadership team has implemented a family-like atmosphere within this program and this has been conducive in allowing me to understand the training being provided, ask questions if/when needed, and provide feedback along the way,” said Betsy Groft, a Cohort I member in Mechanicsburg, Pennsylvania.

As part of the training module creation, the L&D leadership team worked tirelessly to ensure each presentation contained valuable information for the cohort.

“The training modules have been extremely beneficial and the facilitators provide real-life examples based off their experiences to go along with the material being presented,” said Joseph Krawczyk, a Cohort I member in Philadelphia.

The goal of the program is to make more efficient and effective training for all new developmental employees so they can be more productive by their second year. This also makes for more productive first line supervisors, who can now spend their day focused on mission requirements and existing workload. It also allows for consistent messaging and training, improved job satisfaction and retention within a department spread over several sites.

“I had the privilege of sitting in on one of the training modules and I found the material was presented in a very logical and ‘user-friendly’ way for all contracting personnel regardless of experience,” said Mary-Lou Dickens, a division director in Philadelphia. “In addition to the facilitators having the technical contracting knowledge, I was impressed with their enthusiasm for the job and desire to provide the interns with the tools and skill sets that are needed to perform this job. I am optimistic that this program is going to be very successful in training and developing well-rounded 1102’s at all sites throughout Code 200.”

With this structured approach of this new program, NAVSUP FLC Norfolk Code 200 can expect to be set up for success for many years to come. 🌟



NAVSUP FLCN Code 200 Mechanicsburg Office C205 Team: Cohort 1 – Betsy Groft and Jeffrey Sirkin. - Photo by: Betsy Groft (selfie)



Contracting in the Garden Isle

By **Jenae Park**, CONTRACT SPECIALIST, NAVSUP FLC PEARL HARBOR AND
Jourdan Correia, CONTRACT SPECIALIST, NAVSUP FLC PEARL HARBOR

NAVSUP Fleet Logistics Center (FLC) Pearl Harbor Contracting Kauai detachment provides dedicated contracting support to Pacific Missile Range Facility (PMRF) at Barking Sands Kauai. PMRF is the world's largest instrumented, multi-environment range capable of supporting surface, sub-surface air, and space operations simultaneously. Missile training and test & evaluation events conducted on PMRF significantly contribute to fleet, Department of Defense, and Allied Forces' operational readiness. The strategic focus of PMRF is to enhance combat readiness by providing flexible and operationally representative training and testing environments. There are over 1,100 square miles of instrumented underwater range and more than 42,000 square miles of controlled airspace. The base itself covers roughly 2,385 acres. The contracting Kauai detachment team awards and administers approximately

\$100 million in contracts annually in support of PMRF. Notable missions and exercises supported by the NAVSUP FLC Pearl Harbor contracting team are the biennial Rim of the Pacific and Pacific Dragon exercises, Missile Defense Agency developmental and operational test events, Advanced Radar Detection Laboratory events, as well as Army hypersonic vehicle test events.

The contracting Kauai detachment team awards and administers firm-fixed price, cost-plus fixed fee, cost-plus incentive fee, and cost reimbursement-type contracts to fulfill PMRF supply and service requirements. The largest contract awarded and administered is for Range Operations Services (ROS) and Base Operations Services (BOS). This \$854 million, 10-year indefinite-delivery/indefinite-quantity contract was most recently awarded to a native Hawaiian organization within the 8(a) business development program. The ROS portion of the contract provides support services



*Missile launch being executed at PMRF
-Photo courtesy of Pacific Missile Range Facility,
Barking Sands, Hawaii*

for range asset/system sustainment, and range operations in support of Commander Pacific Fleet training, test & evaluation, and tactical development & evaluation events. The BOS portion of the contract provides PMRF facilities, fire & emergency, security, airfield, and logistical support services in support of the Range mission. In addition to the ROS/BOS contract, the on-site contracting team awards and administers additional long-term contracts that provide program management & budget services, cybersecurity & engineering services, and Island of Niihau Facility services, each providing critical support to the overall PMRF mission.

As dynamic and vital as PMRF is to supporting the national defense mission, being located on the island of Kauai presents a unique set of challenges. Although Kauai is only 106 miles from Oahu, the availability of required



Kauai Detachment grouped in front of the Navy H-3 helicopter -Photo by MC2 Bodie Estep



Kauai Detachment working together with PMRF COR. -Photo by Jon Ventura

resources is significantly diminished by the remoteness of the island. The largest challenge that both the government and contractors experience is the lack of qualified and skilled labor. Additionally, the government has to work closely with

environmental agencies and local officials to address culturally sensitive locations, environmental concerns, as well as unaffordable and limited housing accommodations. NAVSUP FLC Pearl Harbor Contracting Kauai detachment has continually partnered with PMRF



*Drone launch with JATOs
-Photo courtesy of Pacific Missile Range Facility, Barking Sands, Hawaii*

and supported contractors in developing creative ways to mitigate these areas of concern in order to meet and sustain PMRF mission requirements.

NAVSUP FLC Pearl Harbor provides this high level support with a division of nine civil servant contracting professionals that work side-by-side with PMRF technical directors, functional area leads, and support contractors to manage 500 contracted personnel in operating a facility that is vital to Navy, Joint and Coalition force missions. The team is focused on partnering with PMRF to

ensure the mission is fulfilled. “We rely on the expertise of our multi-disciplinary team of military, civil service, and contractors to perform PMRF’s important mission,” said Capt. Brett Stevenson, commanding officer PMRF. “With contractor support making up approximately 70% of our workforce, NAVSUP FLC Pearl Harbor has worked seamlessly with our PMRF contract support team to get the right skills in place. From landscaping to emergency services, minor construction to advanced range instrumentation systems maintenance, and non-electrical utilities to target control operations, our partners at NAVSUP FLC Pearl Harbor ensure the demands of PMRF’s robust fleet training and test & evaluation schedules are met.” The NAVSUP FLC Pearl Harbor contracting detachment team on Kauai is continuously exploring innovative ways to improve processes, while upholding the highest standard of government contracting regulatory compliance. The team’s commitment to maintaining a high level of professionalism acumen, ethical practices, and integrity culminated in being honored with the 2021 Excellence in Federal Government Award for Team Excellence, presented by the Honolulu Pacific Federal Executive Board.

In summary, the complexity of PMRF’s mission and support requirements call for knowledgeable, proactive, and responsive contracting professionals. “Our team on Kauai meets these complex acquisition challenges head on, providing contracting support that is critical to Fleet Readiness and our efforts to be the leading provider of contracting support for Indo-Pacific mission partners,” said Cmdr. Chief Contracting Officer Aaron Thornton, NAVSUP FLC Pearl Harbor.

Here on the Garden Isle, we are truly dedicated to supporting the warfighter and providing contracting services that aim to strengthen the nation’s defense and safety. 🌟



NAVSUP FLC Puget Sound Contracting... Delivering Acquisition Excellence in the Pacific Northwest and Beyond

By Cmdr. Matthew Clute

DIRECTOR OF CONTRACTING , NAVSUP FLC PUGET SOUND

The Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Puget Sound Contracting Department (Code 200) has an interesting mission set that is not widely known across the NAVSUP enterprise. One would think the main business base of this office would come from Puget Sound Naval Shipyard (PSNS), along with regional customers in and around the Pacific Northwest. PSNS was once, in fact, our primary customer. However, because Naval Sea Systems Command (NAVSEA) made a decision to fully stand up its own organic contracting function for their CONUS public shipyards to include ship repair and all other acquisitions under the NAVSEA Head of Contracting Authority (HCA), NAVSUP FLC Puget Sound transferred 11 reimbursable full-time employees (FTE) back to PSNS on Oct, 1, 2017 to execute their workload. The little known fact mentioned above is that over 90% of the NAVSUP FLC Puget Sound contracting business in terms of both dollar value and number of actions actually comes from mission partners in the Western Pacific, primarily in Japan.

This involvement in the Western Pacific is

because NAVSUP FLC Puget Sound is tasked by the Navy and Marine Corps Acquisition Regulation Supplement (NMCARS) and the NAVSUP Contracting Handbook with procuring supplies and services for all non-contracting Navy activities, offices, or commands for which no other HCA has delegated authority within the Pacific Northwest area of responsibility (AOR) and in the Western Pacific AOR when soliciting contractors based in the United States.

NAVSUP FLC Yokosuka (FLCY) solicits contractors based in the Western Pacific AOR. Therefore, when NAVSEA decided to continue partnering with NAVSUP to perform the contracting function for its OCONUS

NAVSUP contracting leaders from NAVSUP FLC Puget Sound and NAVSUP FLC Yokosuka meet to discuss cooperative teaming and business relationship management strategies during a customer service visit to Japan. Pictured from left to right: Patricia Blackwood, Joshua Rogers, Gayle Hanson, Capt. Rachele Wharton, Bert Heck, Cmdr. Matthew Clute, Jeff Bulthuis, and Kacy Wells.

-Photo by Danny Toliver



The NAVSUP FLC Puget Sound contracting and legal team gather at Lions Park in Bremerton, Washington for a quarterly town hall and picnic with the Commanding Officer Capt. Josh Elston (*back row, far left*), Executive Director John Hornbrook (*farthest left*), and NAVSUP Assistant Commander for Contracting Mark Bennington (*front row, left of center*).

-Photo by Brian Davis

shipyards including Ship Repair Facility – Japan Regional Maintenance Center (SRF-JRMC), all the ship maintenance/repair actions requiring U.S.-based contractors (often the original equipment manufacturer (OEM) for the system being maintained or repaired) continued to flow from SRF-JRMC to the NAVSUP FLC Puget Sound contracting department to execute the procurement.

Why set up these relationships this way? Wouldn't it be easier and more straightforward just to have NAVSUP FLC Yokosuka execute all the contracting actions in the Western Pacific AOR? There are actually several good reasons for the existing construct: 1) Time difference and language barrier between the NAVSUP FLC Yokosuka contracting department (primarily Japanese nationals) and U.S. contractors; 2) The expense and difficulty in recruiting, relocating, and retaining qualified contracting staff in the Western Pacific AOR for contracting work that can be done remotely from CONUS; and 3) the NAVSUP FLC Puget Sound contracting department has developed decades of subject matter expertise in the nuanced art

of moving of U.S.-based contracting personnel and their equipment overseas, often on very short notice, which was, by the way, a particularly challenging endeavor during COVID-19.

Managing the complexities of the business relationship between NAVSUP FLC Puget Sound and SRF-JRMC, particularly with the shipyard's geographic isolation and demanding OPTEMPO, presents significant challenges. Part of the Memorandum of Agreement (MOA) between NAVSUP and SRF-JRMC to provide contractual support prescribes periodic customer service visits by the NAVSUP FLC Puget Sound contracting department to NAVSUP FLC Yokosuka and the SRF sites in Yokosuka and Sasebo every six months to ensure the construct is functioning smoothly and communication is flowing appropriately. After a three-year hiatus due to COVID-19, NAVSUP FLC Puget Sound contracting department reinstated customer service visits with a trip in November 2022. Trip participants included the contracting director, deputy director, both contracting division directors that support SRF-JRMC, and the contracting

officer who recently awarded the \$78 million Mine Counter Measure (MCM) Diesel Engine Strategic Indefinite Delivery Indefinite Quantity (IDIQ) contract in March 2022 to support the many MCMs based in Sasebo.

Arranging such a visit is a fairly significant project with many deliverables. Preparations included scheduling meetings and appointments with stakeholders; making travel arrangements; attaining the appropriate funding; creating preparatory briefs and submitting them to the NAVSUP FLC Puget Sound front office for review; and then actually executing the visit.

The purpose of all this effort comes down to good customer service—continuously improving the strategic business relationships among our organizations to ensure we are providing optimal mission support.

It is important to recognize that the very positive relationship between NAVSUP FLC Puget Sound and NAVSUP FLC Yokosuka is imperative to making this system work. The NAVSUP FLC Yokosuka contracting directors and deputies (past and present) have all been incredibly

supportive by assisting NAVSUP FLC Puget Sound in liaising with our mutual mission partners when they need immediate face-to-face contact, ensuring NAVSUP is represented in a unified manner.

Aside from SRF-JRMC, the Military Sealift Command (MSC) has recently become the NAVSUP FLC Puget Sound contracting department's second largest mission partner executing ship maintenance and repair in the Western Pacific. NAVSUP entered into a MOA to provide overseas contractual support to MSC starting in FY21, and MSC work now represents over 16% of the NAVSUP FLC Puget Sound contracting portfolio. Since its inception, the NAVSUP FLC Puget Sound Contracting MSC Team has grown from just 2 FTE to 13 FTE with additional growth expected in FY23. This is because the MSC

contracting workload continues to increase, in part because many commercial shipyards in the Western Pacific are now reopening in the wake of COVID-19 and deferred maintenance on these support ships now needs to be addressed.

NAVSUP FLC Puget Sound, of course, still supports the mission being carried out here in the Pacific Northwest AOR, including fleet Arctic exercises, high profile port visits to Portland Rose Festival and Seattle Seafair, and routine port visits spanning from Oregon to Alaska, including Western Canada. NAVSUP FLC Puget Sound provides critical contracting support for regional commands such as Navy Region Northwest, Strategic Weapons Facility Pacific, aviation units at Naval Air Station Whidbey Island, as well as the many ships and submarines stationed in

Bremerton, Bangor, and Everett. So much of that regional business has been dwarfed by the scale and scope of the ship maintenance and repair occurring in the Western Pacific that it is worth being highlighted in this forum.

The Contracting Team at NAVSUP FLC Puget Sound will continue to make strides in improving warfighter readiness through contracting and acquisition excellence both in the Pacific Northwest and over the horizon, implementing strategic contract vehicles where appropriate to increase speed and efficiency while maintaining our position as an employer of choice in the region and beyond. ✨



Left: Leadership from the SRF-JRMC business department (Code 1200) taking a moment for a group picture at the SRF-JRMC quarterdeck with contracting leadership from NAVSUP FLC Puget Sound. Pictured from left to right: Cmdr. Matthew Clute, Patricia Blackwood, Luke Sanco, Ronald Roper, Kacy Wells, Joshua Rogers, and Jeff Bulthuis.
-Photo by Sean Sazerac



Below left: On April 25, 2022, MSC Supply Chain Management Director Robert Boldin and MSC Supply Chain Manager Al DeGuzman briefed the NAVSUP FLC Puget Sound Code 200 team managing the MSC workload on the results of their performance over the last year. MSC thanked the team for their professionalism, communication, and overall support of the MSC mission. Tiffany Wu, Julio Hernandez, Cassandra Allen, and Regal Agahan received a token of their appreciation (MSC Coffee cup). According to MSC, this "5-star" team has provided exceptional service and is a great representative for the NAVSUP enterprise. Important to note... Tyonie Blas also made some of her famous cupcakes for the event (chocolate with peanut butter frosting), which were enjoyed by all. Pictured from left to right: Tyonie Blas, Kacy Wells, Robert Boldin, Patricia Blackwood, Cmdr. Matthew Clute, Al Deguzman, Tiffany Wu, David Stokes and Josh Rogers.
-Photo by Lt. Jackson Murphy



Putting People at the Heart of the Mission

By Renee Stahl, APM-CT LI2S Supervisory Contracting & Agreements Officer, Marine Corps Systems Command

Okay, by now you've read about all of the particularly awesome things your Navy Contracting offices have accomplished. Now it's time for a quiz... kidding, kidding... let's add to the study material.

Marine Corps Systems Command (MCSC) is the acquisition command of the United States Marine Corps (USMC) headquartered in Quantico, Virginia, with locations throughout the United States in Orlando, Florida, Fort Meade, Maryland, Albany, Georgia, and Oceanside, California. We exercise contracting and technical authority for all Marine Corps ground weapon and information technology programs.

Cool, right? Keep reading, it gets better.

MCSC is one of only two Heads of Contracting Activity (HCA) for the USMC. That means we also do all of the contracting for places like the Training and Education Command, Joint Intermediary Force Capabilities Office, Marine Corps Warfighting Lab, and more. Most do not even realize that MCSC is one of the Navy's System Commands (SYSCOM), (perhaps because we are small compared to big Navy with total FY22 obligations at just over \$2.67B via 1,882 actions. The

real kicker is the fact that this small command accomplished this with approximately 200 government contracting professionals. Go ahead, do the math. I'll wait.

Think that's impressive?

The contracting professionals at MCSC are not simply traditional FAR part 12 or 15 wizards. Oh no. MCSC boasts intelligence in all realms of contracting wizardry. Small business innovative research, small business direct awards, the full gamut of non-FAR based authorities agile contracting, software acquisition, middle tier acquisition, research & development, services contracting, science & technology, major systems acquisition, business systems category, information technology, foreign military sales, and more. No single, solitary acquisition is the same at MCSC; therefore, neither are our people. We are a diverse team of professionals—ready, willing, and able civilian Marines standing by to ensure our service members are equipped and prepared for battle

At MCSC, a civilian Marine is not to be trifled with. When the COVID-19 pandemic hit, MCSC contracting leadership sustained

the momentum throughout by putting the mission first. COVID-19 highlighted the fact that the mission is truly led by the people and close to their hearts because the command did not have a missed contracting action, increased productivity by 40%, and ended FY22 by closing out 90% of its fiscal year five weeks early. Who does that? Through the increased usage of available software, streamlined review processes,

upgraded technologies for cohesion, and revamped antiquated communication pathways during COVID-19, MCSC contracting did.

The next time you have to connect your laptop to the Marine Corps Enterprise Network (MCEN), spy a long-range fire system off the banks of an ocean while watching TV, play with the newest color vision night goggles at the next symposium,

or get irritated by the lack of Wi-Fi at the grocery store probably due to the latest mobile anti-jam equipment, remember that a civilian Marine at MCSC began that pipeline to fielding.

We are pretty awesome in our small SYSCOM. You should check us out. 🌟

NAVAIR Procurement Group

By Lt. Adrian Copiaco, SC

Naval Air Systems Command (NAVAIR), an Echelon II acquisition command, was established in 1966 as the successor to the Bureau of Naval Weapons. NAVAIR is headquartered in Patuxent River, Maryland and accounts for approximately 32,000 civilian and military personnel including sites in Cherry Point, North Carolina; China Lake, California; Jacksonville, Florida; Lakehurst, New Jersey; Lemoore, California; North Island, California; Oceana, Virginia; Orlando, Florida; Point Mugu, California; Solomons Island, Maryland; Whidbey Island, Washington; and Atsugi, Japan. NAVAIR's mission is to deliver integrated air warfare capabilities that enable the fleet to compete, deter, and win—tonight, tomorrow, and in the future.

To achieve its mission, NAVAIR relies heavily on the Procurement Group (PG) to provide contracting expertise and sound business acumen to support the Program Executive Offices (PEOs), Naval Air Warfare Centers (NAWCs), and Fleet Readiness Centers (FRCs). PG is comprised of 1,100 civilian and military personnel.

At the forefront of PG is Director Linda Mobley, along with Principal Military Director Capt. Shawn Norwood, and - NAWC/FRC Procurement Director Capt. Matthew Brickhaus, who are responsible for the professional development of Supply Corps officers serving as procuring contracting officers, contract specialists, and Navy acquisition contracting officer interns.

Supporting the mission through contracting competency and Supply Corps officer development, PG provides a plethora of contracting resources, capabilities, and opportunities vital to the procurement of naval aviation systems in the Navy and Marine Corps inventory, as well as the procurement of program management, engineering, logistics, training, research and development, and other services in support of naval aviation programs. Supply Corps officers serving in PG perform the following functions:

- acquisition planning and business strategy development support
- requirement review and solicitation development
- price and cost analysis

- negotiation and discussion activities
- contract award, administration, and modification activities

There is never a shortage of complex, high-dollar-value contracting efforts, which has enabled contracting professionals to continuously sharpen their professional and procurement skills. During fiscal year 2022, PG awarded 23,195 contract actions valued over \$40.7 billion. This staggering achievement is a testament to the dedication and professionalism of every member of PG. The experience and exposure gained from these contracting actions has allowed contracting Supply Corps officers to develop professionally and attain a 100% passing rate in the Defense Acquisition University Back-to-Basics Contracting Certification Examination, leading to an attainment of Additional Qualification Designation ACA and sub-specialty code 1306 for their tour duration.

NAVAIR has long been considered one of the best commands in the Department of the Navy for contracting officers to develop and hone their business acumen and acquisition skills. This is due to the varying types of complex, high visibility contracting actions required across the lifecycle of a weapon system, combined with the large number of senior Supply Corps officers and civilian leaders available to provide mentorship. Contracting Supply Corps officers are able to gain first-hand knowledge from the highest level of professionals in a diverse community. This includes networking with other Supply Corps officers serving in the Business Financial Management (BFM) and Integrated Logistics Services (ILS) groups.

In summary, NAVAIR PG provides invaluable professional experience and adds significant value to one's contracting portfolio, while providing meaningful, long-lasting benefit to the warfighter. Supply Corps officers assigned to PG are able to lead the delivery of integrated warfighting capabilities and strengthening of global partnerships, which positively impacts the battle rhythm at NAVAIR. Many Supply Corps officers reflect on their tour as it being a once-in-a-lifetime opportunity that significantly enhanced their career and ability to make a positive impact on the fleet. 🌟



*Pictured from left to right: Lt. Cmdr. Shanna Gainer, Lt. Cmdr. Jammie Downer, and Lt. Vu Nguyen.
- Photo by Sade Pulido*

Dominating the Battlespace through Decisive Information Advantage Naval Warfare Systems Command/Naval Information Warfare Center Contracting

By Lt. Cmdr. Shanna M. Gainer, SC, USN,

CONTRACTING SPECIALIST, 2.0 CONTRACTS DIRECTORATE, NAVAL INFORMATION WARFARE SYSTEMS COMMAND

Before the first United States Navy warships set sail, there were naval contracts. While the tools and ship classes have changed from those original six frigates, the fundamental need for contracting has remained the same. As technology improved exponentially, so has the need for contracts written by skilled contracting professionals. Nowhere provides a better example of this than Naval Information Warfare Systems Command (NAVWAR) and Naval Information Warfare Center (NIWC) Pacific, located in San Diego, California.

In June 2019, the command dropped

the word “space” and changed its name from SPAWAR to NAVWAR to more accurately describe the full totality of the mission and recognize the power that information warfare brings to the fight. The command’s mission is to identify, develop, deliver, and sustain information warfighting and enterprise capabilities and services to enable naval, joint, national, and coalition operations in warfighting domains from seabed to space. NAVWAR is the nation’s leader in information warfare and our personnel and products are on every platform, in every warfighting domain, and at all commands and echelons around the world. An example of this is the recently

awarded 10-year, \$4.1 billion, multiple-award, indefinite-delivery/indefinite-quantity, Consolidated Afloat Networks and Enterprise Services follow-on contract, which with every afloat supply officer is familiar. NAVWAR’s portfolio includes everything from early research and development to program sustainment, supporting affiliated Program Executive Offices (PEOs C4I, MLB, and Digital) and numerous Acquisition Category (ACAT) programs, including Project Overmatch, which the Chief of Naval Operations established in October 2020 and assigned NAVWAR as the direct reporting program

manager NAVWAR and NIWCs PAC and LANT contracting directorates are instrumental in supporting the command's mission, providing sound business advice and end-to-end contracting support.

Both, NAVWAR and NIWCs contracting directorates have a robust civilian workforce ranging from new interns to Senior Executive Service civilians. Supply officers play a key role in the contracting directorates by supporting all phases of the contracting process from pre-award to post-award, and bringing recent and relevant operational experience from the fleet to help shape the mission mindset of the civilian workforce.

billets that are filled with supply officers having prior contracting experience or serving a post NPS payback tour. NAVWAR and NIWC PAC are ideal settings for supply officers to learn contracting due to the unique complexity of our contracts and the level of contracting knowledge from both the civilians and senior military.

Below are quotes from Supply Corps officers currently serving at NAVWAR and NIWC PAC who have entered contracting via different pipelines and are at different levels in their careers:

“As a NACO Intern, I am learning about the contract lifespan, going in depth in the Federal Acquisition Regulation, and multiple types of

specialist, NIWC affords the unique opportunity to work toward earning your professional development credentials while getting real-time experience and exposure with industry. Under the Back to Basic initiative, professional certification is achieved by having a year experience in a contracting billet, attending four 3 ½-week Defense Acquisition University courses and passing a comprehensive exam within three years,” said Lt. Cmdr. Jammie L. Downer, contract specialist at NIWC, whose prior tour was at NPS.

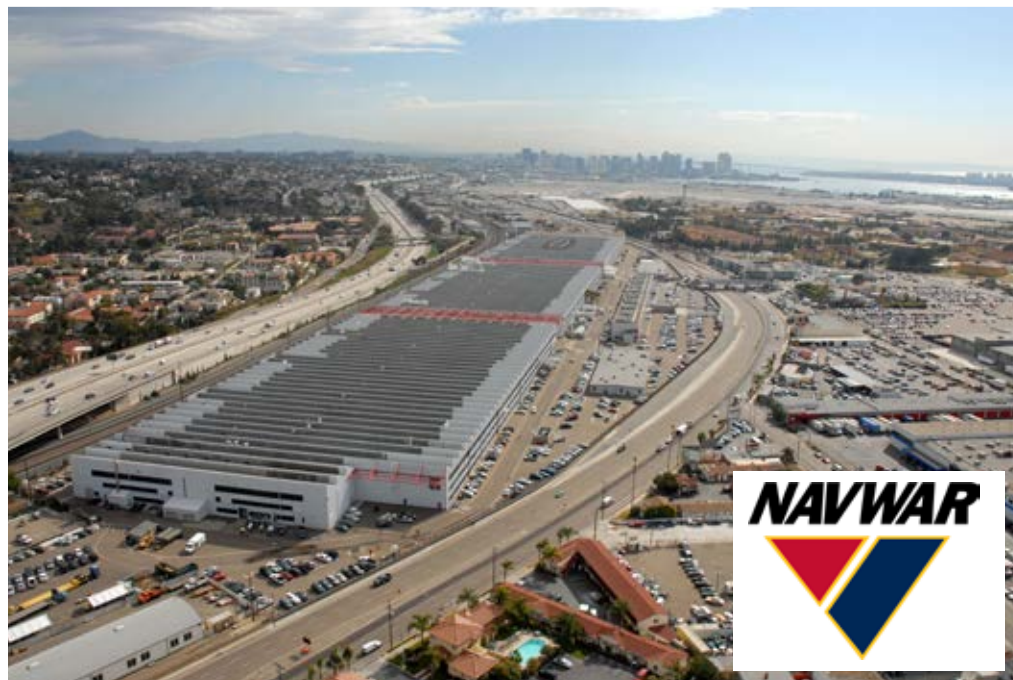
“Contracting officers/specialists at NIWC PAC report to three pillars of leadership. There is NIWC's commanding officer/executive officer, NAVWAR deputy director of contracts, and the civilian supervisor of the contracting division in which you are assigned. There are different levels of involvement with each leader, which can be beneficial as it gives a greater sense of autonomy, provides access to a larger network, and allows growth to develop in your career,” said Lt. Vu T. Nguyen, contracting specialist at NIWC PAC who is completing his second tour in contracting.

“Contracting is a vital part NAVWAR's mission in rapidly delivering cyber warfighting capability from seabed to space. Every successful ACAT program across the Navy and the Department of Defense starts with a mission mindset, the voice of the warfighter. The Supply Corps brings that fleet operational experience and mission mindset into contracting organizations. I can think of no more rewarding mission set at this time in our history than that of NAVWAR. It is a highly competitive race with our adversaries for decision advantage, which we must and will win; and you're a part of that incredibly talented workforce here at NAVWAR transforming requirements into warfighting capability,” said Capt. Brent Dessing, director of contracts (Acting). 🌟

NAVWAR Headquarters has contracting billets for five supply officers: two Naval Acquisition Contracting Officer (NACO) Interns; a lieutenant commander billet filled with a supply officer having prior NACO experience or doing a post Naval Postgraduate School (NPS) payback tour; a commander, and a captain billet. Currently, Capt. Brent Dessing serves as the acting director of contracts and exercises head of contracting activity authority and contracting oversight of two echelon III commands, NIWC PAC and NIWC LANT. At NIWC PAC, there are two contracting lieutenant commander

contracts that the Navy awards via my DAU courses and on the job training. Currently, I mainly work on creating and executing post award task orders and modifications on a single award IDIQ contract,” said Lt. j.g. Carlyjean L. Egger, NACO intern at NAVWAR.

“NIWC is a place where you can come to grow and learn the intricacies of contracting, whether you are just starting out and need to develop the foundation of contracting to build upon the lessons taught in NPS (Monterey), or you have a contracting warrant and are looking to hone your skills, NIWC provides the atmosphere conducive to both sides of the contracting learning spectrum. As a contract



WEXMAC: How NAVSUP supports the Army in Eastern Europe

*By Mr. Thomas Kunish, Lt. Cmdr.
Timothy Trask, Maj. Trent
Sutterfield*



*Equipment staged in Greece.
- Courtesy photo.*

The United States' support to Ukraine throughout Russia's invasion has highlighted the importance of effective and responsive contracting solutions. The Naval Supply Systems Command (NAVSUP) Worldwide Expeditionary Multiple Award Contract (WEXMAC) is vital in supporting the U.S. Army's logistics operations in this conflict.

To meet these challenges, NAVSUP WEXMAC implemented several innovative solutions. For example, the contract has established a network of capable vendors throughout the world, which enables U.S. contracting officers to quickly and efficiently execute contracts. WEXMAC has a robust web-based tool that allows contracting officers to draft contracting proposals and modifications, view service provider points of contact, and view the wide range of services available through WEXMAC.

In the context of Russia's invasion, WEXMAC is responsible for providing the Army with many of the supplies and equipment it needs to sustain operations throughout the eastern European theater. Support for operations range from portable latrines and showers to dump trucks and excavators. WEXMAC is also responsible for ensuring these services are available on very short notice, often within hours, effectively supporting the Army's ability to conduct sustained operations in a dynamic environment.

One of the key challenges in providing support for combat operations is the need to operate in a complex and rapidly changing environment. One way WEXMAC has addressed this is by using a dispersed and capable vendor base. By working with a wide range of vendors, a competitive logistics solution can be provided in minimal turnaround time and at competitive prices

ensuring our warfighters have the supplies and equipment they need, regardless of what is happening in the theater of operations. WEXMAC remains agile and responsive, even in the face of unexpected challenges. Additionally, the web-based tool supports effective planning and enhances the planner's ability to respond quickly. The dispersed and capable vendor base and the web-based tool jointly enable planners and contracting officers to respond quickly to changing circumstances, thus providing the necessary support for operations.

Another key challenge for WEXMAC is the need to maintain a high level of security for the supplies and equipment it is transporting. The war in Ukraine is characterized by a high degree of unpredictability and volatility, which makes it difficult to protect logistics convoys from attack. To address this challenge, WEXMAC has implemented a number of security measures, such as escort vehicles and advanced communication systems, to ensure the safe and secure delivery of supplies and equipment.

In conclusion, the Naval Supply Systems Command Worldwide Expeditionary Multiple Award Contract plays a vital role in supporting the United States Army's logistics operations in the ongoing Ukraine-Russia war. WEXMAC provides a wide range of logistics services, including supply chain management, transportation, and distribution, which are critical for the army's ability to conduct effective operations in a complex and rapidly changing environment. WEXMAC has implemented a number of innovative contracting solutions, such as logistics hubs and advanced logistics technologies, to improve visibility and responsiveness. 🌟

Innovative Contracting Solutions: Improving Sailors' Quality of Life

By Lt. Cmdr. Kathryn Frese, Supply Officer, USS James E. Williams

My team and I are currently serving as the Supply Department aboard USS James E. Williams homeported in Norfolk, Virginia. I checked into the command in October of 2020. My career in the Supply Corps has consisted of some amazing opportunities, including serving with the Seabees and a unique experience managing Virginia Class Submarine contracts at Naval Reactors. I am truly grateful for the lessons learned thus far, especially those I have gleaned during my time as a Department Head here on James E. Williams. My team and I, along with numerous peers across the waterfront, share a strong desire, not just to support our units and represent the Supply Corps well, but to actively contribute to the our community's ongoing process improvements cycle. Every mission area aboard an operational vessel or unit is directly affected by the actions of supply. Like many supply teams across the fleet, my team and I faced significant maintenance and equipment challenges, both major and minor. Our first goal was to gather historical data to confirm our assumptions and inform our decisions.

We did so by reaching out to the Commander, Naval Surface Force Atlantic Force Service team for feedback and guidance. I learned that our facilities had not yet received the Advanced Galley Ship Alteration (ShipAlt) that typically contracted in the ship's first post-delivery dry dock availability. James E. Williams will not receive a galley ShipAlt until 2024 at the earliest when it returns from her current 6th Fleet Deployment with Standing

NATO Maritime Group 2. When I arrived aboard, almost all of the James E. Williams' galley equipment (over 100 pieces of minor and major equipment) was either original to the ships commissioning in 2004 or not functional. After considerable internal planning, we arrived at the following objective, modernize/repair our food service equipment outside of scheduled major availabilities, effectively increasing our customer support capabilities.

What did USS James E. Williams do?

We fully leveraged the contracting process to execute repairs/installation of replacement equipment aboard James E. Williams. Due to the scale of the project, we worked through each phase of the contracting process to complete our package, including issues and discrepancies discovered post-initiation. Contracting was necessary to prevent split purchases and ensured that open market solicitations resulted in the best result for the taxpayer.

Phase 1 – Installation of approximately eight pieces of new Galley Equipment ranging from a new mixer to three new reefers/freezers in the main galley kitchen

Phase 2 – Exploratory contract to identify all necessary repairs/parts for specified equipment including galley thaw boxes and ice machines

Phase 3 – The work identified during phase 2 was placed on the statement of work for phase 3.

Phase 4 – Covered numerous repairs throughout S2 spaces discovered during the earlier repair phases and new sneezer shields

Phase 5 – Covered even more repairs identified during the ship's numerous inspections including The Board of Inspection and Survey and the Supply Management Certification.

Who was involved in the process?

An almost complete repair/overhaul of a legacy galley has required a significant amount of people both aboard and off James E. Williams.

- James E. Williams Engineering
- James E. Williams Supply Department
- NAVSUP Fleet Logistics Center Contracting Code 200
- SURFLANT Comptroller Office
- SURFLANT N41 Shop
- Port Engineer
- SURFLANT N44

What was the process?

We took the following steps during the contracting process:

Developed the requirements: Reviewed status of equipment and developed phased replacement plan – this also helped determine what the requirements needed for the contracted work. We received our template from N44 who were an extremely valuable resource on S2 requirements and galley equipment.

Funding Aspect:

- Received an estimate for the work involved – worked with approved vendors to receive a quote for all of the work needed. Remember these contracts should encompass the entire scope of work or it will be necessary to potentially repeat the contracting process
- Requested the necessary funds from SURFLANT based off of the quote received
- Had strong communication with NAVSUP Fleet Logistics Center regarding the intent for repairs and overall plan

Contracting Process:

- "Negotiations/Award of Contract" - Please note the average PALT for a requirement

under SAT (<\$250k) is approx. 30 days

- Development of a Statement of Work and submission to NAVSUP Fleet Logistics Center – The statement of work needs to cover the entire scope of work involved

Negotiations/Award of Contract

- Active communications and management with the contractor involved – it was important at the start to establish expectations and communicate any challenges resulting from the ship's schedule. Knowing these upfront help prevent future difficulties
- Communication with Type Commander, NAVSUP Fleet Logistics Center and ship leadership was key during this process

What was the project timeline involved?

- Receipt of an estimate for the work involved: 3 Weeks
- Requesting the necessary funds to complete the work: 1 Week
- Communication with NAVSUP FLC

regarding intent: **Concurrent discussions**

- Development/Submission of I149 to System: 1 Week
- Development of a Statement of Work and submission to NAVSUP FLC: 3 Weeks
- Negotiations/Award of Contract: 2 Weeks
- Active communications and management with the contractor involved: 1 Week
- Period of Performance for Work: 4 Weeks

Where did this work occur on the ship?

We utilized maps of S2 spaces developed within Microsoft Excel to display the necessary repairs and what phase of work they were being covered under. This was especially important when briefing leadership as to the scale of work and what equipment was current operable.

In conclusion

The ship's supply department received an overall score of 90% during its Supply

Management Certification, resulting in James E. Williams becoming Blue E eligible for the first time in over 10 years. Executing these contracts and achieving these results would not have been possible without the support and assistance of multiple agencies on the waterfront helping at a deck plate level. Most importantly, it has allowed James E. Williams supply to provide a better service to the crew and improve morale across the ship. 🌟

Below: USS James E. Williams Supply Department on its Standing NATO Maritime Group 2 Deployment –photo by MC2 (AW/EXW) R. Ezekiel Duran



Active and Reserve Component Logisticians from across the Joint Logistics Enterprise in the INDOPACOM AOR recently participated in exercise Pacific Sentry (PAC SENTRY) 23 at U.S. Pacific Fleet Headquarters in Pearl Harbor, Hawaii. The exercise combined elements of a Joint Task Force (JTF) and a Theater Joint Forces Maritime Component Commander (TJFMCC) to operate as a single joint logistics and sustainment element. The JTF Joint Logistics Operations Center (JLOC) was led by COL (P) Beth Behn, USA; and the TJFMCC Logistics Response Cell (LRC) was led by Rear Adm. Kristin Acquavella. 🌟



*Above: The combined JLOC/LRC personnel who supported logistics efforts during PAC SENTRY 23.
—photo by MCSA Gavin Arnoldhendershot, PACFLT Public Affairs.*



On behalf of the 50th Chief of the Supply Corps, the Hawaii Chapter President, Capt. Pat Brown, and Rear Adm. Kristin Acquavella, Director, Logistics, Fleet Supply & Ordnance U.S. Pacific Fleet, awarding "Stewbob" his honorary chop designation.

Honorary "Chop"

A letter to Commander NAVSUP and 50th Chief of Supply Corps, Rear Adm. Ken Epps:

"Chief,

Thank-you for the honor bestowed on me yesterday - an Honorary member of the Supply Corps!

I am flattered to be associated with such an august group.

I will proudly display it always.

I can honestly say that my success as the N40 is directly attributable to the many fine and outstanding Supply Corps Officers that I was fortunate to work with.

Thank-you again and please remember OPLOG Planners and the Pacific.

Vr Stew

Mr. R. Bruce 'Stewbob' Stewart
Director for Pacific Fleet Logistics
Planning & Exercises (CPF N40)"



Admiral Samuel J. Paparo Jr. Commander U.S. Pacific Fleet, awarding "Stewbob" a Civilian Superior Service medal

Dispatch from a CONEX Box: Food Service Contingency onboard USS Nimitz

By **Cmdr. Dan Metz Supply Officer, Lt Cmdr. Matt Wall, Assistant Supply Officer, USS Nimitz**

As logisticians, Navy Supply Corps officers are charged with the task of ensuring ships, aircraft, and operational units are supplied and equipped with what they need, and the people assigned to those units are fed and sustained no matter the challenges or obstacles. The Supply Corps motto, “Ready for Sea” evokes pride in the fact that we must be ready for anything in the face of adversity. This is the story of a food service contingency operation onboard USS NIMITZ (CVN 68) that played out from October 2021 to September 2022 during NIMITZ Carrier Strike Group’s critical Fleet Response Training Plan 2023 deployment work up cycle.

CVN 68 recently celebrated its 48th year of commissioned service, and much of the equipment and systems date back to the 1970’s– or earlier. One such system, refrigeration plants that support cold stowage of provisions, involves two plants forward and three aft, with the aft system holding 65% of the capacity of all bulk cold food stowage for the ship. The refrigeration plants are fashioned after 1960’s-era technology, comprising of large rooms with gravity style cooling coils around the perimeter that allow refrigerant to pass through, cooling the spaces to desired temperature settings. Each system has multiple compressors to provide redundancy in case of equipment failure.

In late July of 2021, well into CVN 68’s seven-month Planned Incremental Availability (PIA) at Puget Sound Naval Shipyard (PSNS), the Supply Department made preparations to move off the temporary barge to reopen the galleys onboard the ship following an extensive repair package impacting vital ventilation and power to many of the spaces making the ship uninhabitable.

As with all major shipyard periods, there were thousands of jobs scheduled to be accomplished by various internal and

external stakeholder organizations. One of the largest jobs affecting Supply Department was resurfacing the aft bulk Freezer and Chill Boxes, located on the fifth deck at frames 180 and 190. The decks for these two combined spaces total more than 5,800 square feet and were completely re-finished by a private sector firm contracted by PSNS. It was a major job that took every bit of time allocated to it and then some, wrapping up in late July 2021.

Engineering Department wasted no time in charging the refrigeration plant with refrigerant and cooling down the spaces to prepare for our move from the temporary berthing barge in support of the NIMITZ Grand Re-Opening of the Aft Galley, Chief’s Mess, and Wardroom 3. Meanwhile, the crew finalized the move back onboard the ship, so NIMITZ could turn the berthing barge over to the USS THEODORE ROOSEVELT in support of its lengthy Dry-Docking Planned Incremental Availability (DPIA). NIMITZ was to commence Sea Trials and its deployment work-up cycle in just a few short months.

With all frozen, chill, and dry stores moved from the berthing barge and pier CONEX boxes back onboard the ship, NIMITZ officially reopened the main galleys on 13 August 2021. Things were humming right along with the ship progressing through final compartment inspections and closeouts for all major shipyard work until two months to the day later, on Oct. 13, the Navy’s Birthday – when the aft plant experienced a catastrophic failure.

As with many casualties, a minor issue quickly cascaded into full system failure. The first indication of a problem began with a text message to the Principal Assistant for Services (PAS) the night prior from the Cargo Leading Petty Officer (LPO). PAS decisively ordered the Cargo LPO to alert engineering and maintain hourly checks on the boxes until morning.

Once aboard the ship early on the morning of Oct. 13, PAS noted temperatures were still climbing slightly, dangerously close to red-line.

Engineering did all they could to troubleshoot the source of the problem, but it was unclear why the plant was not moving cold air through the coils in the boxes. With both bulk chill and freezer boxes increasing in temperature by the hour, time was of the essence with perishable provisions at stake. Fortunately, NIMITZ Subsistence Endurance Base was very low with only \$195K in cold provisions onboard. However, a major food order was set to deliver the following week to support Sea Trials and the upcoming at-sea workup schedule. Decisions needed to be made quickly to move chilled and frozen provisions to safety. That’s when PAS realized NIMITZ didn’t have an updated emergency offload plan – so the NIMITZ contingency plan was crafted on the fly. Based on current inventory level, NIMITZ needed at least two 40 ft refrigerated CONEX boxes to move the stores to safety.

PAS ordered the Cargo team not to open any of the doors to the boxes and only check temperatures from outside gauges and contacted PSNS Assistant Project Superintendent to request assistance in securing temporary refrigerated CONEX boxes and placed on the pier. PSNS delivered one 20 ft CONEX box from the submarine pier, while PAS was able to finagle an unused 20 ft box from USS THEODORE ROOSEVELT by helping them consolidate stores from other CONEX boxes they were utilizing. With two 20 ft refrigerated CONEX Boxes on the pier, NIMITZ Food Service Team still needed 40 ft of additional refrigerated space.

PAS called all over the greater Seattle-Tacoma metropolitan area looking for additional CONEX boxes, including the 404th Army Field Support Brigade and Logistics Civil Augmentation Program (LOGCAP) Support Brigade at Joint Base Lewis-McChord (JBLM). After more than dozen calls, PAS found Mountain Container, a Tacoma-based shipping company that could deliver two additional CONEX boxes the next day.

By the morning of Oct. 14, temperatures in the reefer and freezer boxes had doubled. The freezer had transformed into a

refrigerator. NIMITZ team sprang into action. Mountain Container delivered the two additional CONEX boxes and PSNS promptly craned them into our hangar bays and rigged all power connections. With Preventative Medicine (PrevMed) Division monitoring, S-2 moved all salvageable items to the CONEX Boxes but it became painfully obvious that a large inventory write-off was inevitable. The following day, the U.S. Army Veterinary Food Inspectors (AVI) from JBLM performed a safety and wholesomeness inspection on all refrigerated provisions.

In the final analysis, total losses tallied \$24,587.95 in frozen inventory. While a hefty loss of provisions, it only represented 13% of the food onboard at the time. The quick action of the NIMITZ and PSNS team to secure emergency cold storage had saved more than 87% of the provisions. But this is hardly the end of the story. Little did anyone onboard NIMITZ know at the time that the refrigeration plant casualty would persist for almost another year through nearly the entire workup cycle before being repaired just in time for the ship's final evaluation problem and deployment.

Aside from figuring out what was wrong with the refrigeration plant and fixing it, the next logistics problem was becoming increasingly clear: food stowage capacity without impacting ship's schedule and the aviation mission.

By March 2022, Engineering Department upgraded the initial Casualty Report (CASREP) from Category Two to Category Three (Major degradation to a secondary mission) to request additional depot level assistance after spending five months with numerous outside technical authorities troubleshooting, isolating, flushing, purging, and drying the system.

As NIMITZ moved deeper into the workup cycle, TYCOM-directed subsistence endurance base (SEB) requirements increased. With the entire NIMITZ Carrier Strike Group and embarked Carrier Air WING Seventeen about to integrate for the first time, provisions inventory levels needed to surge to between \$750K to \$1.5M. NIMITZ Hangar Bays are large and can fit a lot of CONEX boxes if needed, but that must be balanced against the aviation mission and ability to support the Carrier Airwing's embarked aircraft footprint.

Between the aft and forward cold storage boxes, NIMITZ was allotted 53,688 cubic feet of shipboard space for cold stowage. Loss of the entire aft refrigeration plant meant loss of 65% of the Carrier's resident bulk cold storage capacity, which needed to be replaced to support sustained at-sea operations with an embarked Airwing – a total of some 4,500 personnel. The solution had to balance subsistence endurance and aviation sustainment utilizing Hangar Bay space until the plant could be restored.

Thirteen. That is the number of 40-foot CONEX Boxes required to replace the lost cold stowage capacity onboard NIMITZ. Taking thirteen CONEX Boxes underway was unsupportable during Tailored Ships Training Assessment (TSTA) and CSG-11's Group Sail exercises – the first major integration between the Carrier, Strike Group, and Air Wing. NIMITZ Commanding Officer accepted the Supply Officer's recommendation for bringing six 40-foot CONEX boxes and tasked the ship's Air Boss to figure the optimal placement within the Hangar Bay space to also optimally support the Air Wing for its maintenance requirements.

With the help of engineers at NAVAIR Lakehurst, a layout was determined and the CONEX boxes were strategically placed in Hangar Bays 1 and 3. The six CONEX Boxes restored approximately 30% of the lost 65% capacity, capping NIMITZ cold storage capacity at 66% of its original capacity, split almost evenly between Chill (66%) and Freeze (65%).

The next logistics challenge was to sustain the crew while following the TYCOM-mandated CVN 14-day cycle menu. This proved extremely challenging, necessitating numerous menu modifications nearly every day during every meal. Instead of the mandated 45-day endurance for frozen stores, NIMITZ could only carry approximately 21-28 days. This meant NIMITZ would need more frequent replenishments at sea to sustain operations through roughly 40 days scheduled for TSTA and Group Sail. And NIMITZ couldn't support the full array of menu options normally specified on the CVN menu.

These risks, coupled with the fact that the ship was to operate off the coast of Washington, Oregon and California were

acceptable to command leadership and the operation was green-lighted to preserve the ship's workup schedule with the goal of deploying on-time. With no clear repair plan in sight yet, leadership was already secretly preparing for the worst-case scenario: deploying overseas with CONEX boxes in the hangar bay.

TSTA and Group Sail went as smoothly as one would expect with six CONEX boxes onboard competing for prime aircraft deck real estate to support aviation maintenance. Fortunately, the Air Wing only brought some 80% of its aircraft due to depot maintenance and repairs ashore, but the next major workup would include 96% of its complement.

NIMITZ had one remaining shipyard availability – a 30-day CNO Availability – before Composite Training Exercise (COMPTUEX), the Carrier Strike Group's final exam before being certified to deploy. This would be the last chance to repair the onboard refrigeration issues. Everyone was holding out hope that along with a series of depot-level repairs by PSNS personnel and NIMITZ Engineering Department, a specialized refrigeration contractor – the only EPA-certified company in the country for a specific type of refrigerant flush and purge process – would save the refrigeration system.

But first, NIMITZ had to get through another at-sea period with the CONEX Boxes after TSTA and Group Sail. With only seven days back in homeport over the July 4th week before getting back underway to support Commander Naval Air Forces Pacific (CNAF) tasking for Fleet Replacement Squadron (FRS) Carrier Qualifications (CQs), Supply Department loaded the CONEX boxes back up and the ship departed for another 3 weeks at sea. This time, NIMITZ was supporting the FRS and the personnel and aircraft footprint was smaller and more manageable. By now, Food Service Team was more proficient working out of the CONEX boxes but Air Department personnel became increasingly restless about towing aircraft around these obstacles in the hangar bays. Ultimately, the underway went smoothly but everyone was ready to see the CONEX boxes disappear.

Fortunately, that is exactly what happened some 30 days after returning to

Puget Sound Naval Shipyard in late July 2022 for the ship's final availability before final certification for deployment. The aft refrigeration plant was restored a week before NIMITZ departed for COMPUTEX in early September 2022. Supply Department loaded the aft freezer and chill boxes with cautious optimism and a sense of trepidation after nearly a year operating without the aft freezer and chill box.

With the refrigeration plants fully functional, NIMITZ had its full cold stowage capacity back and had a renewed sense of unrestricted operations. COMPTUEX presented some new challenges to the Supply team, but unrelated to refrigeration so will save that for another story. NIMITZ successfully completed COMPTUEX on Oct. 29, 2022 and deployed on time Nov. 30, 2022 for its scheduled 2022-2023 Western Pacific Deployment in support of USINDOPACOM and Commander, US Seventh Fleet tasking.

This experience was a modern lesson in innovative logistics achievement accomplished by multifaceted cross-organizational coordination onboard NIMITZ, CSG-11, PSNS, CNAP, THIRD FLEET, CTF-33, FLC Puget Sound, and so many more stakeholder organizations. Fleet Supply Teams face these kinds of problems every day and their success is rooted in resiliency, innovation, teamwork, and the hard work that is a testament to the spirit of making it happen every day so we remain "Ready for Sea."

The authors would like to thank the many teams that helped restore the refrigeration plant onboard NIMITZ, including key personnel onboard. This could not have been accomplished without the outstanding contributions by NIMITZ S-2 Cargo Team, S-2 Leadership, Auxiliaries Division, Auxiliaries Officer, Cmdr Andrew Brett, and Air Handling Officer, LtCmdr Paul Young. Finally, special thanks to NIMITZ CO Capt. Craig Sicola, who had the trust and confidence in the Supply team and provided the advocacy and top cover necessary to execute this CONEX Box mission to ensure the crew was supported and sustained. Teamwork A Tradition! 🌟

2023 Captain Edward F. Ney Memorial Food Service Award Winners

Secretary of the Navy Honorable Carlos Del Toro announced the 2023 winners of the Captain Edward F. Ney Memorial Awards for excellence in food service.

The Captain Edward F. Ney Memorial Award represents the highest honor given to U.S. Navy Food Service operations in recognition of food service excellence. The competition challenges culinary teams to consistently demonstrate outstanding sanitation, safety, administration, management, and training, while simultaneously delivering high-quality, nutritious foods that exceed customer expectations.

The galley and dining spaces are the heart of every ship or unit, often being the one place where Sailors can gather and share some of their best moments aboard ship. Culinary Specialists operate in a global and diverse environment, controlling a key component of every Sailor's quality of life. You can find them planning a load-out down to the last ounce to fill a ballistic missile submarine for deployment; or planning and serving a special meal at a base galley to recognize our powerful diversity; or carefully placing tableware to ready the White House Mess for the President of the United States. With every task undertaken, often during very long days, Culinary Specialists and the entire Supply Corps team, are building resilience and enabling warfighters!

The two major categories are:

Captain Edward F. Ney Afloat General Messes, representing the Navy's Undersea Enterprise, Surface Warfare Enterprise, and Naval Aviation Enterprise and,

Captain Edward F. Ney Ashore General Messes representing Commander, Navy Installations Command (CNIC). 🌟



Large Afloat Category Winner:
USS BATAAN (LHD 5)
- Courtesy photo



Small-Medium Afloat Category Winner:
USS THOMAS HUDNER (DDG 116).
- *Courtesy photo*



Aircraft Carrier Category Winner:
USS RONALD REAGAN (CVN 76).
- *Courtesy photo*



Submarine Category Winner:
USS MAINE (SSBN 741).
- *Courtesy photo*



East Coast General Mess Category Winners:
Naval Station Newport, RI Captain Edward F. Ney Hall.
- *Courtesy photo*



West Coast General Mess Category Winner:
Joint Base Pearl Harbor-Hickam, HI Silver Dolphin Bistro
- *Courtesy photo*



Outside the Continental United States General Mess
Category Winner:
Naval Air Station Sigonella, Ristorante Belle Etna.
- *Courtesy photo*



Retired Capt. Eugene Clark Rook

Retired Capt. Eugene Clark Rook, SC, USN, 87, passed away on May 28, 2023. Rook retired from the Navy while serving at the Office of Naval Acquisition Support, Washington, D.C. He received his bachelor's degree from the Naval Academy. Duty assignments include: Automated Data Processing Support Office, Washington, D.C.; Supervisor of Shipbuilding, Conversion and Repair, Pascagoula, Mississippi; Defense Personnel Support Center, Philadelphia, Pennsylvania; USS Rigel (AF 58); Military Assistance Advisory Group, Germany; and Naval Shipyard, Portsmouth, New Hampshire.

Retired Capt. Joseph E. Reagan

Retired Capt. Joseph E. Reagan, SC, USN, age 83, passed away on March 25, 2023. Reagan retired from the Navy after 26 years of service while serving at the Fleet Accounting and Disbursing Center, U.S. Atlantic Fleet, Naval Station, Norfolk, Virginia. He received his bachelor's degree from St. Mary's College and his master's degree from George Washington University. Duty assignments include: Office of the Comptroller of the Navy, Naval Supply Systems Command and Office of the Chief of Naval Operations, Washington, D.C.; USS Puget Sound (AD 38); Commander in Chief, U.S. Atlantic Fleet, Norfolk, Virginia; Navy Supply Corps School, Athens, Georgia; USS Forest Sherman (DD 931); and USS Pandemus (ARL 18).

Retired Capt. William E. Lindsay

Retired Capt. William E. Lindsay, SC, USN, 91, passed away on February 13, 2023. Lindsay retired from the Navy after 27 years of service while serving as Deputy Chairman, Department of Resource Policy, Industrial College of the Armed Forces, Fort McNair, Washington, D.C. He received his bachelor's degree from the Pennsylvania State University, his master's degree from the George Washington University, and his doctorate's degree from the American University. He is also a graduate of the Naval War College. Duty assignments include: USS Leyte (CVS 32); USS

Myles C. Fox (DDR 829); CBC Gulfport, Mississippi; Navy Exchange, Naval Station Bermuda; Bureau of Supplies and Accounts, Washington, D.C.; USS Providence (CLG 6); Bureau of Naval Personnel, Washington, D.C.; NSC Pearl Harbor and Staff, COMNAVLOGPAC, Pearl Harbor, Hawaii; Commanding Officer of NSC Puget Sound, Bremerton, Washington; and Naval Supply Systems Command, Washington, D.C.

Retired Capt. Daniel Palko

Retired Capt. Daniel Palko, SC, USN, 62, passed away on April 7, 2023. Palko retired from the Navy after 29 years of service while serving at Trident Refit Facility, Kings Bay, Georgia. He received his bachelor's degree from Bloomsburg State College and his master's degree from the U.S. Naval Postgraduate School. Duty assignments include: Naval Inventory Control Point, Mechanicsburg, Pennsylvania; Defense Distribution Center, New Cumberland, Pennsylvania; U.S. Joint Forces Command, Washington, D.C.; Defense Distribution Depot, Cherry Point, North Carolina; Navy Supply Corps School, Athens, Georgia; USS Simon Lake (AS 33); and USS Indianapolis (SSN 697).

Retired Capt. Ralph H. Vogel

Retired Capt. Ralph H. Vogel, SC, USN, 91, passed away on June 13, 2023. Vogel retired from the Navy after 26 years of service while serving as Supply Officer, Naval Shipyard, Long Beach, California. He received his bachelor's degree from the University of California and his master's degree from George Washington University. Duty assignments include: Commanding Officer, Naval Publications and Forms Center, Philadelphia, Pennsylvania; Navy Fleet Materiel Support Office, Mechanicsburg, Pennsylvania; Navy Ships Parts Control Center, Mechanicsburg, Pennsylvania; Supply Officer, USS Concord (AFS 5); Staff, Commander in Chief Pacific; Navy Ship's Store Office, Brooklyn, New York; Staff, Commander Amphibious Force, U.S. Pacific Fleet; Supply Officer, USS Washburn (AKA 108); Mare Island Naval Shipyard, Vallejo, California; Staff, Commander Amphibious Group One; and USS Sandoval (APA 194).

Retired Capt. Charles E. Baker Sr.

Retired Capt. Charles E. Baker Sr., SC, USN, 87, passed away on May 17, 2023. Baker retired from the Navy after 25 years of service. He received his bachelor's degree from Mount St. Mary's College and his master's degree from George Washington University. Duty assignments include: Assistant Supply Officer, USS Simon Lake (AS 33); System Design Division Officer, Fleet Assistance Group, Norfolk, Virginia; Supply Officer, USS Dahlgren; Government Accountability Office Liaison for Navy, Office of Chief of Naval Operations, Washington, D.C.; Executive Assistant to Navy Auditor General, Naval Audit Service, Falls Church, Virginia; Planning Officer, Defense Logistics Systems Automation Center, Columbus, Ohio; Director,

Stock Part and Director, Financial Department, Fleet Material Support Office, Mechanicsburg, Pennsylvania; Director, Information Systems Directorate, Navy Finance Center, Cleveland, Ohio; and Commanding Officer, Navy Regional Data Center, Jacksonville, Florida.

Retired Capt. Jacqueline M. Meyer

Retired Capt. Jacqueline M. Meyer, SC, USN, passed away on June 9, 2023. Meyer retired from the Navy after 43 years of service while serving at the Defense Logistics Agency in Philadelphia. She received her associates degree from University of LaVerne, her bachelor's degree from the University of Maryland and her Master's of Business Administration degree from the Naval Postgraduate School and her Master's degree in National Security and Resource Strategy from the National Defense University. Duty assignments include: Deputy director and operations officer, Supply Operations Directorate, Ddefense Logistics Agency Aviation, Richmond, Virginia; Site director, Navy Supply Systems Command, Fleet Logistics Center San Diego; Naval Base Coronado and supply officer, Aviation Supply Department, Commander Helicopter Maritime Strike Wing, U.S. Pacific Fleet; and Director of the Construction and Equipment directorate Defense Logistics Agency Troop Support, Philadelphia.

Retired Cmdr. James M. Webb

Retired Cmdr. James M. Webb, SC, USN, passed away on June 5, 2023. Webb retired from the Navy after 21 years of service while serving as Comptroller at Naval Supply Center in Charleston, South Carolina. He received his bachelor's degree from St. John's University. Duty assignments include: Staff of Commander, Cruiser Destroyer Force, U.S. Pacific Fleet, San Diego, California; Supply Officer, USS Hooper (DE 1026); Student, Submarine School, U.S. Naval Submarine Base, New London, Connecticut; Supply Officer, USS Ethan Allen (SSBN 608); Assistant Supply and Fiscal Officer, U.S. Naval Submarine Base, Pearl Harbor, Hawaii; Supply Officer, Submarine Squadron One and Submarine Flotilla Five, U.S. Naval Submarine Base, Pearl Harbor, Hawaii; Assistant to the Assistant Plans Officer for Logistics, Undersea Long Range Missile System Project Office, Washington, D.C.; Assistant for Plans, Programs and Logistics, Submarine Logistics Division, Submarine Directorate, Naval Sea Systems Command; Supply and Relocation Officer, Submarine Squadron Sixteen, Rota, Spain and Kings Bay, Georgia; Freight Terminal Director, Naval Supply Center Charleston; and Comptroller, Naval Supply Center Charleston, South Carolina. 🌟



RDML ALAN REYES

32 years - October 1, 2022

CAPT SHANE PHILLIP STROHL

30 years – November 1, 2022

CDR RICARDO A COLLAZOS

21 years – November 1, 2022

LCDR CHARLES WALTER GUIRE

21 years – November 1, 2022

CAPT SCOTT YUZO YAMAMOTO

31 years – December 1, 2022

CDR DERWIN B PROBY

33 years – December 1, 2022

CDR FREDERICK HAMILTON SKINNER

27 years – December 1, 2022

CAPT DAVID J RHONE

38 years – January 1, 2023

CDR MATTHEW MICHAEL BERKAU

20 years – January 1, 2023

CDR MICHAEL CRAIG BISHOP

24 years – January 1, 2023

CDR TONY NHAT NGYUEN

20 years – January 1, 2023

LCDR JUAN ANTONIO LUEVANO

22 years – January 1, 2023

LCDR ERIC CARLO MARTORANO

26 years – January 1, 2023

LCDR RYAN JAMES WODELE
20 years – January 1, 2023
CAPT WESLEY PARKS JOHNSON
26 years – February 1, 2023
CDR CHRISTIAN KINDT BOOTH
23 years – February 1, 2023
CDR ERIC MOONI JAFAR
38 years – February 1, 2023
LCDR CARISSALINA QUIRITA CALISTE
20 years – February 1, 2023
CDR JASON DONALAD CALANDRUCCIO
25 years – March 1, 2023
CDR PAUL EDWIN FOX
26 years – March 1, 2023
LCDR ELIAZAR DEJESUS CAMPOS
24 years – March 1, 2023
LCDR DAVID MICHAEL HENTON
20 years – March 1, 2023
LCDR DANILO MEULENER JR
22 years – March 1, 2023
LCDR ALBERTO H SABOGAL
23 years – March 1, 2023
LCDR TYHEEM SWEAT
26 years – March 1, 2023
CAPT EUGENE S CASH
29 years – April 1, 2023
CAPT JAYSON LEE CRAMER
25 years – April 1, 2023
CDR FRANK WARREN SHERMAN
21 years – April 1, 2023
LCDR LISA CHEN
23 years – April 1, 2023
LCDR JOHN WALTER GEORGE MCNEIL
26 years – April 1, 2023
LT PAUL ANTHONY EDWARDS
26 years – April 1, 2023
LT ELIZABETH ANN HINES
24 years – April 1, 2023

LT WILLIAM EUGENE NEWMAN
23 years – April 1, 2023
CDR DAVID M ROZZELL
29 years – May 1, 2023
LCDR CONAN JAMES GREASER
20 years – May 1, 2023
LCDR JOHN FROYLAN LOPEZ
23 years – May 1, 2023
LCDR DWANN EVANS WASHINGTON
27 years – May 1, 2023
CAPT ALBERT R BAKER
30 years – June 1, 2023
CAPT PATRICK S BROWN
30 years – June 1, 2023
CAPT SHAWN B NORWOOD
30 years – June 1, 2023
CAPT BRIAN SCHORN
30 years – June 1, 2023
CAPT AARON TRAVER
28 years – June 1, 2023
CAPT JEROME WHITE
31 years – June 1, 2023
CDR BRIAN D HENDERSON
25 years – June 1, 2023
CDR JAMES P ZAKAR
20 years – June 1, 2023
LCDR TU KHA LUONG
23 years – June 1, 2023
CAPT LILIAN ABUAN
28 years – July 1, 2023
CAPT THOMAS A SCOTT
30 years – July 1, 2023
CDR PHILIP WADE LOWREY
24 years – July 1, 2023
LCDR JUSTIN LEE BENNETT
20 years – July 1, 2023
RADM PETER G. STAMATOPOULOS
35 years - September 1, 2023

Ready for Sea!

By Lt. j.g. Emily McKinney, Navy Supply Corps School Public Affairs

Graduation from the Basic Qualification Course (BQC) is the first big milestone for a Supply Corps officer, followed only by receiving orders for that first operational tour. There are four BQC graduations a year, always with a unique and distinguished guest speaker. This past March 31st, the men and women of 1st Battalion graduated from the BQC, releasing 54 Supply Corps officers to their first billets. A special thanks to Rear Adm. Jack Moreau, director, Logistics Division (N4L), for imparting words of wisdom on our graduates as they prepare to head to their first operational tours.

Congratulations to our Honor Graduate, Ens. Xavier Lemus Rivera for his sustained superior performance throughout the course. We also recognized students that distinguished themselves throughout the curriculum for outstanding character and achievement in the academic courses. We look forward to hearing about our graduates' successes in the fleet. Graduates, you are now... **READY FOR SEA!** 🌟



Rear Adm. Jack Moreau departs 1st Battalion's graduation on March 31, 2023, in Newport, Rhode Island.

- Photo by Lt. j.g. Emily McKinney



Capt. Jason Warner and Rear Adm. Jack Moreau present Ens. Xavier Lemus Rivera with the Honor Graduate certificate.

- Photo by Lt. j.g. Emily McKinney

Realigning on Goals for Supply Management Curriculum

By Lt. j.g. Emily McKinney, Navy Supply Corps School Public Affairs

The Supply Management course establishes a baseline knowledge for all Basic Qualification Course (BQC) students in Inventory Management, Military Standard Requisitioning and Issuing Procedures, Financial Accountability, the Supply Management Certification (SMC) program, and port visit protocol. The course currently hosts five modules comprised of homework assignments, practical exercises, an interactive review, and an exam. While this material adequately prepares supply officers for the expectations of their first tour, our Supply Management instructors, Brian Mitchell, and Lt. Ian Baggerly are spearheading a new approach to the curriculum.

The proposed changes will allow customized class time to learn topics based on class necessity and provide dynamic scheduling. It will also shift testing focus to Fleet Specific Critical Items, as identified by fleet returnees. For example, an increased emphasis on the turnover process, auditing skills, and port visits will allow the students to depart with a binder of readily usable information to arm them for the first six to nine months of their tour. The module format will be eliminated; the curriculum will instead be developed using critical tasks determined by staff and affirmed by fleet representatives. Instead of five tests covering material from entire modules, more frequent and concise quizzes will promote a deeper understanding of topics. Further emphasis will be placed on practical exercises, allowing the instructors to emphasize valuable skills the students will need in the fleet. The final comprehensive exam will encourage students to retain and utilize the entirety of the course material.



Lt. Ian Baggerly instructs students on the DLR process.

-Photo by Lt. j.g. Emily McKinney



Mr. Mitchell explains the FIAR and FACET systems to students.

-Photo by Lt. j.g.Emily McKinney

The end state of the proposed curriculum will result in better preparedness for the fleet, guided by the criteria in the SMC checklist. Baggerly explains the intended changes, “we are constantly identifying where we can improve, teach better and communicate more efficiently for our students. As new generations cycle through the schoolhouse, we have to adapt our course and teaching styles to keep students engaged, interested, and learning.” First-tour supply officers will have more familiarity with the turnover process, material identification, and auditing. They will become acquainted with Ordering (MILSTRIP, Status, Receipts), financials (Budget OPTAR Report, Transmittal Letter, and Budgeting), and FIAR and FACET. They will be familiar with Deployment Planning, such as RAS and Port Visits. Practical exercises throughout the course will contribute to a modified SMC audit capstone assignment, leaving the students with a complete binder to take with them. The pilot curriculum will be tested on the 3rd Battalion and will increase available instructional hours and flexibility in scheduling.

Mitchell sees the curriculum changes as supporting the greater culture change in leadership and preparedness, “We are excited to implement improved, more realistic, practical exercises and a redesigned testing model that emphasizes proper execution of critical recurring tasks that will more adequately prepare a supply officer for day-to-day life at their first commands.” 🌟

Service Before Self: Volunteering at the NSCS

By Lt. j.g. Emily McKinney, Navy Supply Corps School Public Affairs

New England winters are notoriously grey and dreary, making it easy to want to stay indoors where it's warm and dry. For two of our Basic Qualification Course (BQC) students, Newport January meant quite the opposite. After arriving at the schoolhouse as students awaiting instruction, Ens. Jacob Mandish and Ens. Carston Swenson began volunteering as assistant coaches for the Naval Academy Preparatory School (NAPS) lacrosse team.

The team comprises 19 players of varying skill levels: from brand-new to seasoned athletes. Mandish played varsity lacrosse at the Naval Academy and contacted the NAPS team via his USNA coach, and his roommate, Swenson, decided to join due to his experience teaching and playing lacrosse. They will have volunteered over 400 combined hours by the end of the season.

Mandish went to the Naval Academy Preparatory School before his time at the Naval Academy. He recalls that a Supply Corps officer came down from the schoolhouse to talk to the student body during his time at NAPS. This was an impressionable experience for Mandish and was part of his motivation to join the Supply Corps upon commissioning.

He reflects, "It has been an amazing experience not only preparing the future Navy lacrosse players for their 4 years at the Academy but having the opportunity to share my experience to encourage them to overcome their struggles at NAPS."

They have also been traveling with the team for away games, most notably the NAPS vs West Point Preparatory. Swenson describes the spirit of this particular game as the birth of the Army-Navy rivalry for the students. As students fresh from high school, NAPS is often the first introduction to the culture of the Navy, and our BQC students consider it a privilege to be a part of that. While teaching a student new to lacrosse how to use the stick, Swenson said, "Practicing mentorship has been invaluable for me; being able to provide recommendations to students about to start their journey at the USNA is such a joy."

Both students aspire to be lacrosse coaches after their time in the Navy, and in the meantime, will impart the skills they have learned in leadership and mentorship when they head out to the fleet as first tour division officers in a few short months. 🌟



Ens. Jacob Mandish prepares to run drills with the defense players. Photo by Lt. j.g. Emily McKinney



BQC 2nd Battalion and BQC-NR 103rd Co Graduation

By Lt. j.g. Emily McKinney, Navy Supply Corps School Public Affairs

Graduation from the Basic Qualification Course (BQC) is the first major milestone for a Supply Corps officer, and the last step in training before heading out to sea. There are four BQC graduations a year, always with a unique and distinguished guest speaker. This past June, the men and women of the 2nd Battalion and BQCNR-103rd Co graduated, releasing 36 Active Duty Supply Corps officers and 12 Reservist Supply Corps officers to their first billets. Among these excellent students, we celebrated two honor graduates from the 2nd Battalion and BQCNR 103rd Co. Ens. Anthony Palmer was the 2nd Battalion's honor graduate and will be enjoying his first tour on DDG 70 USS Hopper out of Pearl Harbor, Hawaii. Lt. j.g. Jae Yi was 103rd Co.'s honor graduate and will be headed to Navy Cargo Handling Battalion Eight. We look forward to seeing what these future leaders will accomplish out in the fleet. We also recognized students that distinguished themselves throughout the curriculum for outstanding character and achievement in the academic courses.

A special thanks to Vice Adm. Michelle Skubic, director, Defense Logistics Agency, for imparting words of wisdom to our graduates as they prepare for their first operational tours. We were also joined by Rear Adm. Patrick Hayden, deputy director, Logistics, Fleet Supply and Ordnance (N4), U.S. Pacific Fleet, who presented graduation certificates to our BQC-NR graduates alongside Skubic and Capt. Warner. Skubic and Hayden spent time mentoring our staff members on the current and upcoming issues facing our Supply Corps and shared their valuable perspectives on leadership. Skubic also awarded special recognition to Lt. Cmdr. Vincent Linley, academic director, Dan North, Executive and International Department Head, and Andre Grisham, BQC Disbursing Instructor for their exceptional work and service to our schoolhouse. Skubic finished her distinguished visit at our schoolhouse with a rousing speech to send our graduates out to the fleet with their sights set on success.

We look forward to hearing about our graduates' successes in the fleet. Graduates, you are now... **READY FOR SEA!** 🌟



Navy Supply Corps School Hosts Collaborative Board of Visitors Symposium

By Lt. j.g. Emily McKinney, Navy Supply Corps School Public Affairs



Capt. Jason Warner discusses lecture with previous Navy Supply Corps School commanding officers Capt. Mike York and Capt. Nickolas Rapley.
-Photo by Lt. j.g. Emily McKinney



Capt. Jason Warner kicks off the first day with an introductory brief to all participants.
-Photo by Lt. j.g. Emily McKinney



The principal participants convened on the last day of the week for a group photo with our executive and commanding officers.
-Photo by Lt. j.g. Emily McKinney



Navy Supply Corps School Basic Qualification students benefitted from an 0-6 panel discussion.
-Photo by Lt. j.g. Emily McKinney

On 15-18 May, the Navy Supply Corps School (NSCS) hosted the Board of Visitors. This biennial engagement is a valuable forum for fleet stakeholders to validate schoolhouse training requirements and identify potential gaps for supply officers. The Board of Visitors reinforces our community's commitment to providing supply officers with the most effective, relevant, and efficient training possible. This four-day event brought together leaders from OPNAV, Office of the Supply Corps Personnel, NAVSUP, Fleet and Type Commanders, and more to discuss relevant initiatives and best practices throughout the Center for Service Support Domain.

The Board of Visitors experienced a deep dive into our curriculum and training to research the gaps between operational needs and our current training. Months of hard work and preparation from our Academic Director, Lt. Cmdr. Vincent Linley, and Afloat Director, Lt. Kim Bossu, along with our entire staff, provided us with a great turnout of support and fleet guidance. NSCS provides the Navy's training continuum for Supply Corps officers. As supply officers' careers progress, they systematically attend the Basic Qualification Course, Supply Officer Department Head Course (SODHC), and ultimately, Senior SODHC. Throughout the week, each course we offer was assessed for relevancy and efficacy, including but not limited to: Food Service Operations, Retail Operations, Stock Control Operations, and Expeditionary Logistics.

The Board of Visitors provides many benefits beyond impactful insights; it builds strategic communication and collaboration between fleet stakeholders and the cradle of the Supply Corps. As the Navy Supply Corps School, we will continue to leverage these relationships to best train and equip world-class supply officers. After the review, working groups presented findings and recommendations to the Executive Steering Committee for discussion and implementation. Progress of all action items presented throughout the week will be tracked through monthly working group drumbeats, quarterly principal meetings, and a review at the next Board of Visitors event in 2025. 🌟

NAVSUP Weapon Systems Support Changes Command

By Brian Jones, Office of Corporate Communications, NAVSUP Weapon Systems Support

NAVSUP Weapon Systems Support Changes Command
By Brian Jones, Office of Corporate Communications,
NAVSUP Weapon Systems Support

Rear Adm. Matt Ott assumed command of Naval Supply Systems Command Weapon Systems Support (NAVSUP WSS) from Rear Adm. Ken Epps in a ceremony aboard Naval Support Activity Philadelphia, June 9.

Epps took command of NAVSUP WSS in May 2021.

“We faced tough challenges and overcame significant obstacles this last two years. You found a way to not only survive, but thrive during COVID and most impressively - never skipped a beat. Your continued patriotism and dedication to our mission inspire me, and I could not be prouder of you, nor more thrilled with the way you soared when asked to lead,” said Epps. “The Navy’s most valuable asset has always been its people, and there is no better group of professionals I would want to work with. It has been the honor of a lifetime to serve as your commander. Thank you for all that you do, and for showing the world what right looks like.”

Epps is a 1990 graduate of Vanderbilt University, where he commissioned through the Reserve Officers Training Corps program. He holds a Master of Business

Administration from the University of North Carolina at Chapel Hill, where he was the recipient of the Frank Hawkins Kenan Award for Excellence, and is a distinguished graduate of the Industrial College of the Armed Forces, where he earned a Master of Science in National Resource Strategy.

He served on USS Kitty Hawk (CV 63), USS Leyte Gulf (CG 55) and USS Carl Vinson (CVN 70), and commanded the NAVSUP Fleet Logistics Center in Pearl Harbor. His personal awards include the Defense Superior Service Medal, Legion of Merit, Defense Meritorious Service Medal, Meritorious Service Medal, and the Navy and Marine Corps Commendation Medal.

Epps next assignment will be Commander, NAVSUP and 50th Chief of the Supply Corps.

Ott, a native of Richmond, Virginia, takes command of an organization of more than 2,500 personnel across three sites that provide program and supply support for naval aircraft, ships and submarines worldwide.

He comes to NAVSUP WSS after serving as deputy chief of staff for Fleet Ordnance and Supply/Fleet Supply Officer, N41, U.S. Fleet Forces Command. 🌟



Rear Adm. Matt Ott (left) assumed command of Naval Supply Systems Command Weapon Systems Support (NAVSUP WSS) from Rear Adm. Ken Epps (right) in a ceremony aboard NSA Philadelphia, June 9.

-Courtesy photo.

NAVSUP Fleet Logistics Center Jacksonville Holds Change of Command

By Jeanette Steele, Office of Corporate Communications, NAVSUP Fleet Logistics Center Jacksonville

Capt. Matthew Bolls took command of Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Jacksonville on June 15 in a ceremony during which outgoing Commanding Officer Capt. James Strauss was awarded the Legion of Merit medal for exceptionally meritorious conduct.

NAVSUP Commander Rear Adm. Peter Stamatopoulos, the 49th chief of the Supply Corps, presided over the change of command, which was held onboard Naval Air Station Jacksonville in a hangar overlooking the flight line.

Stamatopoulos said that commands such as NAVSUP FLC Jacksonville have an important part in military readiness.

“It is our Fleet Logistics Centers that play the vital role in making our end-to-end supply chain more integrated, timely and affordable. And there is no doubt that we are in an era of competition, great-power competition,” Stamatopoulos said. “Our Navy urgently needs the NAVSUP Enterprise to relentlessly work toward the objective of enabling more ready ships, ready submarines and mission-capable aircraft. And all of those platforms and communities operate extensively here in this AOR (area of responsibility).”

Strauss’ command of the 700-person organization began in July 2021. During his tenure, he championed the Navy’s “Get Real Get Better” culture change, launching the conversation at all NAVSUP FLC Jacksonville sites and leading a critical examination of the material outfitting of new-construction ships under his purview. He also oversaw a project that transferred storage of military assets from private warehouses to Navy facilities, delivering a cost savings of \$200,000 per year.

Strauss also led the command’s return to normalized work after emerging from COVID-19 restrictions and was part of the Navy’s response to Hurricane Ian in this region.

“To the team, I am truly humbled and honored to have been part of this prestigious, storied and strategic organization,” Strauss said. “For the last two years, you have continued to provide world-class logistics and supply support to our joint warfighters, to allied forces and to coalition partners across 4th Fleet, 5th Fleet, 6th Fleet and beyond.”

Strauss’ next assignment is chief of staff at NAVSUP

headquarters in Mechanicsburg, Pennsylvania.

Bolls assumes command of an organization with 17 sites across the Southeast and the Caribbean. NAVSUP FLC Jacksonville provides contracting, fuels and



Capt. Matthew L. Bolls, right, assumes command of Naval Supply Systems Command Fleet Logistics Center Jacksonville on June 15 from Capt. James H. Strauss, left, in a ceremony officiated by Rear Adm. Peter G. Stamatopoulos, commander, NAVSUP, center.

-Photo by Jeanette Steele.

logistics support to units operating in the U.S. Naval Forces Southern Command/U.S. Fourth Fleet area of operations.

A career Navy supply officer, Bolls most recently served as aviation operations director at NAVSUP Weapon Systems Support in Philadelphia, Pennsylvania. He holds a bachelor’s degree in business management and a master’s of business administration in supply chain management.

His previous sea tours include serving aboard USS McFaul (DDG 74), USS Shiloh (CG 67), USS Chancellorsville (CG 62) and USS John C. Stennis (CVN 74) with multiple deployments to the Mediterranean, Persian Gulf and the Western Pacific, in addition to shore assignments in Washington, D.C., Philadelphia, San Diego, Pearl Harbor and Baghdad.

“To the Sailors, civilians and officers of Fleet Logistics Center Jacksonville, you don’t know me, but I know you,” Bolls said, explaining that his memories include pulling into Naval Station Mayport aboard McFaul and Stennis and seeing the work of the supply community in the region. “You are exceptional at what you do.” 🌟

NAVSUP's fleet logistics center in Europe holds change of command

By Joseph Yanik, Office of Corporate Communications, NAVSUP Fleet Logistics Center Sigonella



Rear Adm. Peter G. Stamatopoulos (center), Naval Supply Systems Command commander, presided over a change of command ceremony for Naval Supply Systems Command Fleet Logistics Center Sigonella (NAVSUP FLCSI) during which Capt. Shannon W. Walker (right) relieved Capt. Douglas S. MacKenzie (left) as commanding officer at Naval Air Station Sigonella, Italy.

-Photo by Joe Yanik)

Rear Adm. Peter Stamatopoulos, Naval Supply Systems Command (NAVSUP) commander, Fleet Logistics Center (FLC) Sigonella held a change of command ceremony during which Capt. Shannon Walker relieved Capt. Douglas MacKenzie as commanding officer May 11, 2023, at Naval Air Station Sigonella, Italy.

In his remarks, MacKenzie addressed Walker, his wife, Kim, and the entire command who were in attendance.

"Shannon and Kim, we are ready to hand over the torch," MacKenzie said. "I'll watch you with pride and confidence and keep you in my thoughts and prayers as you lead this incredible team and their families to new heights."

"To the NAVSUP FLCSI Team: Focus on the fleet and the region, it's why we are here," MacKenzie said. "Continue to take care of each other and continue to be the FLC team that the Navy and NATO needs to win the big

fighters that are coming our way. Look to see what's different, embrace the red and continue on the CNO's journey to Get Real and Get Better."

Walker's most recent assignment was as deputy commander, Aviation, NAVSUP Weapon Systems Support. During the ceremony, he became the tenth commanding officer of NAVSUP FLC Sigonella since it was established in 2005 as the seventh FLC making up NAVSUP's global logistics support network.

"To the FLC Sigonella team, Kim and I could not be happier to join your team," Walker said in his remarks. "I am humbled and honored to be your commanding officer and I look forward to our journey. You have my commitment to advance our logistics efforts. We will accomplish this by being simplistic in our approach and relentless in our effort; we will judiciously exercise empowerment and we will hold each other accountable." 🌟

NAVSUP liaison officer lends expertise to support BALTOPS23

By Joseph Yanik, Office of Corporate Communications, NAVSUP Fleet Logistics Center Sigonella

During Baltic Operations 2023 (BALTOPS23), a coalition of liaison officers (LO) representing participating nations gathered at the exercise's control hub at Naval Striking and Support Forces NATO's (STRIKFORNATO) headquarters in Oeiras, Portugal, to collaborate in planning a realistic training scenario that effectively tested the flexibility, adaptability, and capabilities of their nations' combined forces.

Among the cadre of LOs was Lt. Adam Thomas who represented Naval Supply Systems Command Fleet Logistics Center (FLC) Sigonella. Below, Thomas and several of his U.S. Navy and Marine Corps logistics colleagues discuss some of the highlights of their experience supporting the exercise's logistics requirements. They address, in particular, how logistics interoperability with another NATO nation contributed to achieving the exercise objective of strengthening the combined response capability critical to preserving the freedom of navigation and security in the Baltic Sea.

Why were you the ideal candidate to deploy as LO to STRIKFORNATO?

Thomas: Because I am assigned to NAVSUP FLC Sigonella's operational site at Naval Station Rota, Spain, I am geographically close to Portugal. Beyond that, I have a willingness to learn how NATO does business and am open to the different ideas that our diverse set of allies bring to the table in order to Get Real Get Better. I also bring exercise experience from having been LO during BALTOPS22.

Describe how you supported the exercise as NAVSUP FLC Sigonella's LO?

Thomas: As NAVSUP FLC Sigonella's only LO deployed to support BALTOPS23, I provided organic exercise control support alongside a multinational logistics team with whom I had the opportunity to discuss, plan and develop future logistics evolutions in order to exercise collective logistics. Through participating in the exercise, our command strengthened alliance ties in areas of concept development, exercise planning and execution.

I also helped to augment STRIKFORNATO's Assistant Chief of Staff J4 as he performed his role as the Multinational Maritime Force's (MNMF's) Force Logistics Coordinator (FLC) during the exercise. The FLC was the Force's senior maritime logistics officer and was responsible to Commander STRIKFORNATO for the pro-active management and movement of logistics, provision of support services, replenishment from organic support vessels and/or external sources and the maintenance of the MNMF at the highest state of logistic readiness.

Where were you deployed to support the exercise other than to STRIKFORNATO HQ?

Thomas: In May, just prior to the beginning of the exercise, I was deployed to the Baltic Island of Bornholm, Denmark and helped to establish a Forward Logistics Site (FLS) alongside our Royal Danish Navy allies. Together, we demonstrated multinational, complementary sustainment and support while concurrently assisting STRIKFORNATO's evaluation and validation of Bornholm for future FLS deployments.

U.S. Marine Lt. Col. Tony McNair, STRIKFORNATO Deputy J4: The successful establishment of FLS Bornholm enabled the subsequent maritime sustainment and VLS (vertical launch system) reload, both of which showcased SFN's ability to identify, integrate and leverage disparate national logistics capabilities, sustain operations and tempo, and keep forces in the fight.

Thomas: Through FLS Bornholm, NAVSUP FCL Sigonella facilitated the receipt and embarkation of mission support materials from USS Paul Ignatius (DDG 117) onto the German sustainment ship Frankfurt Am Main, and assisted with in-exercise replenishment-as-sea (RAS) execution planning between the two nations.

What were some positive takeaways from successfully executing the RAS and the cargo evolution between Paul Ignatius and Frankfurt Am Main?

Lt. Ian Pidduck, USS Paul Ignatius supply officer: The proof-of-concept underway replenishment for cargo with Frankfurt Am Main was an awesome demonstration of our growing logistical integration capability. Continued success

with this type of NATO replenishment will be a game changer for theater logistics and ultimately provide the afloat supply officer with more avenues to get more parts on board faster; ultimately increasing readiness and keeping critical weapons systems operational.

Thomas: These efforts expose our NATO allies to a sample of the capabilities of NAVSUP FLC Sigonella and the MNMF Force Logistics Coordinator, furthering the possibility for future collaborative logistics planning and execution opportunities in support of NATO's mission objectives. These accomplishments come at a critical time for NATO, NAVEUR-NAVAF/SIXTHFLT and STRIKFORNATO as U.S. Navy assets are increasingly assigned to STRIKFORNATO task units, groups and forces supporting Supreme Allied Commander Europe's directed Vigilance Activities without a proficient means of sustaining Class I and IX via alliance supply chains.

Did other NAVSUP FLC Sigonella teams support BALTOPS23?

Thomas: In addition to this cargo evolution, NAVSUP FLC Sigonella's transportation and customs clearance teams based at Naval Station Rota, Spain, supported eight units deploying and redeploying more than 325,000 pounds of equipment to three countries. Additionally, these teams completed the required USDAO inspections, cargo weighing and packaging, and booked CONUS based unit's equipment for military air transport.

Most notably, these teams supported 41,000 pounds of NCHB-1 equipment to include weapons handling equipment, an inert SM-2 missile shape and 12,000-pound all-terrain forklift, deploying it to FLS Bornholm. There NCHB-1 successfully completed an expeditionary ordnance reload of the Danish Frigate HDMS Peter Willemoes VLS tubes. This was equally significant for the Royal Danish Navy as they develop their SM-2 missile program and for NCHB-1 as they continue to exercise their capabilities across the globe.

INTERVIEW END

Conducted from June 4-16, 2023, BALTOPS23 was the U.S. Naval Forces Europe-Africa and U.S. Sixth Fleet (NAVEUR-NAVAF/SIXTHFLT)-led maritime exercise aimed to strengthen the combined response capability critical to preserving the freedom of navigation and security in the Baltic Sea.

STRIKFORNATO, headquartered at Oeiras, Portugal, is a rapidly deployable and scalable headquarters, under the operational command of Supreme Allied Commander Europe. STRIKFORNATO is capable of planning and executing full spectrum joint maritime operations including maritime ballistic missile defense, primarily through integration of U.S. and other nation's carrier and amphibious forces into NATO operations to provide assurance, deterrence, and collective defense for the Alliance.

Headquartered in Naples, Italy, NAVEUR-NAVAF operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility. SIXTHFLT is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations. 🌟



Lt. Adam Thomas (second from left), NAVSUP FLC Sigonella, supports Baltic Operations 2023 alongside members Denmark and Germany navies in Bornholm, Denmark.
-Courtesy photo

NAVSUP Fleet Logistics Center San Diego Sailors recognized for their support of refueling operations and exercises at Naval Auxiliary Landing Field - San Clemente Island

By Lt. Bernardo Tinoco, Site Coronado Division Officer, NAVSUP Fleet Logistics Center San Diego

Cmdr. Joshua Harding, Naval Supply Systems Command Fleet Logistics Center (FLC) San Diego, Coronado site director, visited the supply management department Sailors stationed on Naval Auxiliary Landing Field San Clemente Island (SCI) Feb. 17. During his visit to the island, Harding took the opportunity to present each Sailor with an “MVP Purple Grape” 24-hour Special Liberty award.

“Witnessing the outstanding hard work each of the Sailors perform ensuring daily flight operations occur flawlessly is truly motivational! When you see them perform with the highest morale and utmost professionalism in an isolated environment, it is absolutely a testament to the amazing talent of the U.S. Navy. Providing this small amount of recognition, and spending time learning more about their jobs, meant as much to me, if not more, as it does to each of the Sailors,” said Harding. “Admittedly biased, I think I have the best ABFs in the U.S. Navy, and I am honored to serve with them.”

NAVSUP FLC San Diego currently has eight Sailors stationed on San Clemente Island, all of which are

Aviation Boatswain’s Mate-Fuel (ABF) rate. ABFs are often called “Grapes” because of the purple jackets worn while performing fueling operations aboard a ship. The liberty awards are highly valued by the SCI Sailors, as each Sailor can spend up to two weeks on duty on the Island. Rotating in shifts, these Sailors provide continuous year round fuel support to the island.

The ABFs stationed at SCI are responsible for the safe execution of both hot and cold refueling evolutions on all embarked and transient military and civilian aircrafts. They also operate the fuels lab where they are charged with receiving, cleaning, purifying and distributing JP-5 fuel.

NAVSUP FLC San Diego supply management department works closely with Helicopter Maritime Strike Wing Pacific to facilitate fueling support of both Helicopter Advanced Readiness Program (HARP) and Forward Arming and Refueling Point (FARP) training exercises on San Clemente Island. Throughout a calendar year the ABFs on SCI support eight to ten HARP trainings.

SCI Group Photo: A group of NAVSUP FLC San Diego Aviation Boatswain’s Mate Fuel Sailors stationed on San Clemente Island meet with NAVSUP Fleet Logistics Center San Diego leadership during a site visit to Naval Auxiliary Landing Field San Clemente Island. Visiting leadership included Capt. Cory Schemm, commanding officer, Command Master Chief Larry Gordon Cmdr. Jason Story, fuels director, and Cmdr. Matt Miller, supply management department.

-Photo by Tristan Pavlik



HARP is a graduate level exercise designed to ensure aircrew are capable of using basic, intermediate, and advanced level tactics to effectively fly and fight the aircraft and FARPs are designed to provide fuel and ordnance necessary for highly-mobile and flexible helicopter and fixed-wing operations.

Strategically placed, the position Harding currently fills is designated as both the Helicopter Maritime Strike Wing Pacific supply officer and NAVSUP FLC San Diego Coronado site director. This ensures streamlined communication between organizations and enhances the mission readiness of our fleet.

“On behalf of SCI’s Fuels Team, I would like to extend our appreciation to Cmdr. Harding for taking the time to visit the island in order to recognize us. The team’s morale was uplifted, and his visit was very significant to all of us. We are Combat Grapes who proudly support the fleet!” remarked Chief Petty Officer Anass Benmoussa, Supply Management Department – SCI Leading Chief Petty Officer, as he reflected on his team’s

gratitude for the visit from the site director.

During HARP/FARP exercises, the ABFs on SCI conduct approximately 30 refueling evolutions a day, and average approximately 75,000 gallons of JP-5 fuel issued during the week-long exercises. Under normal operations, the team dispenses an average of 100,000 gallons of JP-5 (aviation fuel), diesel, and motor gasoline at the fuel farm in one month.

San Clemente Island is the primary maritime training area for the Navy Pacific Fleet and Sea, Air and Land Forces, playing a pivotal role in tactical training for both fixed- and rotary-wing aircraft squadrons assigned to Navy Region Southwest. Located 75 miles west of San Diego, SCI has been owned by the Navy since 1934 and is the Navy’s only remaining live fire range. 🌟



ABF3 Marcano Photo Caption: Petty Officer Third Class Luis Marcano-Schmilinsky carries the fuel hose during a routine fueling evolution on Naval Auxiliary Landing Field San Clemente Island.

-Photo by Tristan Pavlik

NAVSUP Fleet Logistics Center San Diego held Days of Remembrance ceremony honoring victims of the Holocaust and Nazi persecution

By Tristan Pavlik, Office of Corporate Communications, NAVSUP Fleet Logistics Center San Diego

On April 27, Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) San Diego took part in the nationwide effort to honor the victims of the Holocaust and Nazi persecution by holding a virtual Days of Remembrance ceremony. The event coincides with the nation's annual commemoration of the Holocaust established by Congress and led by the United States Holocaust Memorial Museum in Washington, D.C.

The ceremony, which was open to employees, featured a candle lighting memorial, a historical overview of the Holocaust and the keynote lecture, delivered by Benjamin Benson, of his work "Remembering the beautiful, strong and vibrant communities lost to the Shoah." The presentation focused on the Jewish life and culture that existed in Europe before the rule of Nazi Germany.

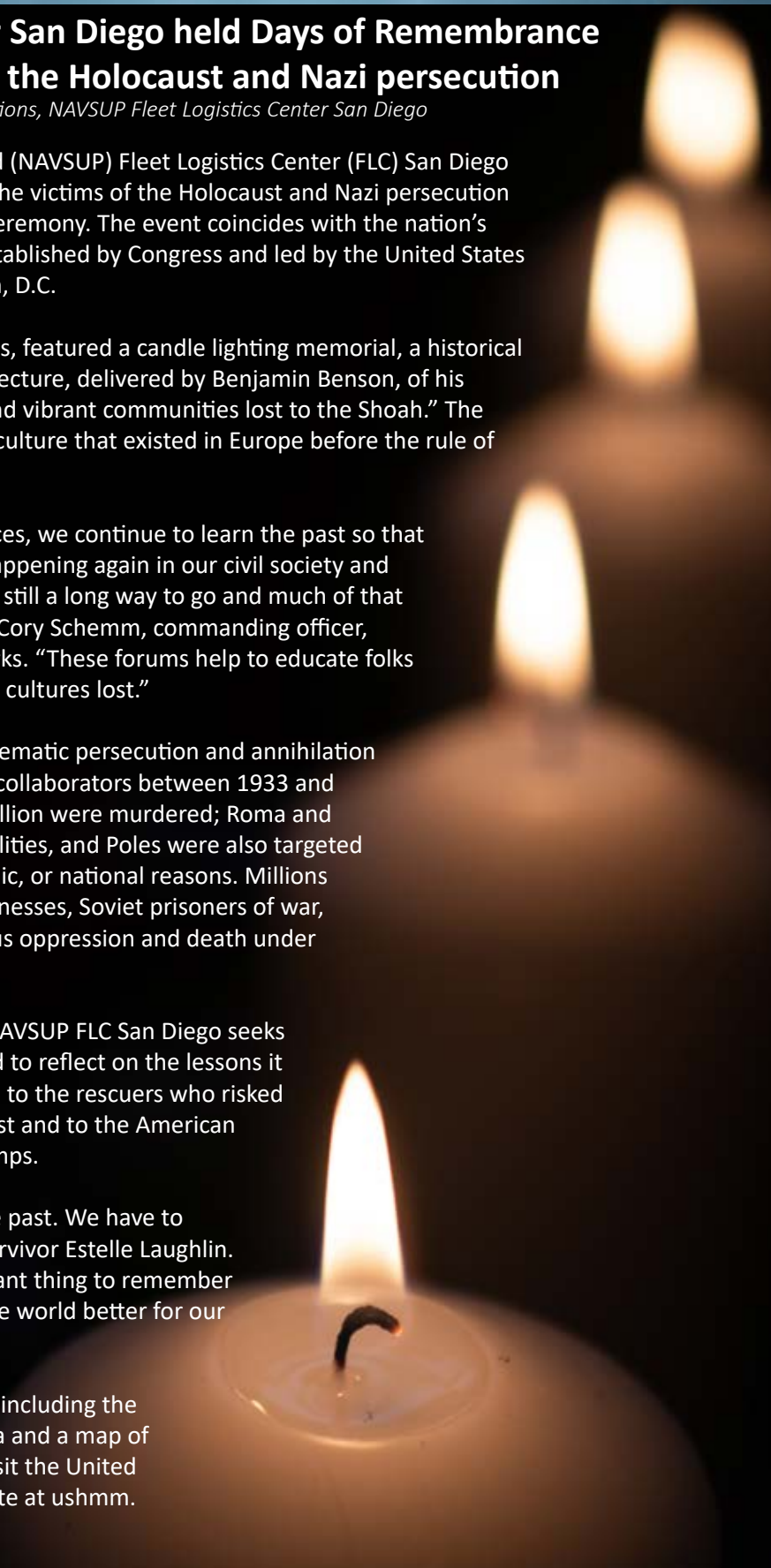
"Through participating in these remembrances, we continue to learn the past so that we can prevent these atrocities from ever happening again in our civil society and humankind. We've come a long way. There's still a long way to go and much of that comes through education," expressed Capt. Cory Schemm, commanding officer, NAVSUP FLC San Diego, during closing remarks. "These forums help to educate folks and foster an appreciation of those lives and cultures lost."

The Holocaust was the state-sponsored, systematic persecution and annihilation of European Jewry by Nazi Germany and its collaborators between 1933 and 1945. Jews were the primary victims—six million were murdered; Roma and Sinti, people with mental and physical disabilities, and Poles were also targeted for destruction or decimation for racial, ethnic, or national reasons. Millions more, including homosexuals, Jehovah's Witnesses, Soviet prisoners of war, and political dissidents, also suffered grievous oppression and death under Nazi Germany.

Through our Days of Remembrance event, NAVSUP FLC San Diego seeks both to commemorate this tragic history and to reflect on the lessons it holds for our lives today. We also pay tribute to the rescuers who risked their lives to save others during the Holocaust and to the American soldiers who liberated the concentration camps.

"It's not enough to curse the darkness of the past. We have to illuminate the future," explains Holocaust survivor Estelle Laughlin. "On Days of Remembrance the most important thing to remember is the humanity that is in all of us to leave the world better for our children and for posterity."

To learn more about Days of Remembrance, including the national ceremony in the US Capitol Rotunda and a map of remembrance events around the country, visit the United States Holocaust Memorial Museum's website at ushmm.org/survivors-victims. 🌟



NAVSUP FLC Puget Sound Holds Change of Command

By Brian Jones, Office of Corporate Communications, NAVSUP Fleet Logistics Center Puget Sound

Capt. Josh Elston relinquished command of Naval Supply Systems Command Fleet Logistics Center (FLC) Puget Sound to Capt. William Barich during a change of command ceremony at Naval Base Kitsap-Bangor, June 2.

NAVSUP Commander and 49th Chief of Supply Corps Rear Adm. Peter Stamatopoulos presided over the change of command and presented Elston with the Legion of Merit.

“Josh, you brought agility and excellence to the operating environment,” said Stamatopoulos. “You and your team kept the Navy ready for sea while keeping your most important assets—your people—safe and prepared.”

During Elston’s tenure as commanding officer, the command’s accomplishments included the command’s Aviation Supply Department at Naval Air Station Whidbey Island receiving its highest-ever score on a supply management inspection.

NAVSUP FLC Puget Sound also accomplished a highly successful 2022 inspector general inspection where, out of 70 programs evaluated, 65 were fully compliant, and zero programs were non-compliant. Ten programs were identified as NAVSUP enterprise best practices, including suicide prevention, equal employment opportunity, and continuous performance improvement.

During his remarks, Elston acknowledged each department’s contributions and spoke of the resiliency and teamwork of the men and women at FLC Puget Sound.

“Your achievements have been superb,” said Elston. “But what impresses me the most are the countless small acts of teamwork, dedication and fellowship for one another I see when walking around your workplaces. You are professionals of the highest order.”

Barich’s previous assignment was as Fleet Comptroller for Commander, U.S. Pacific Fleet. During his remarks, he expressed his commitment to leading the FLC Puget Sound team and fulfilling the critical mission of supplying the fleet.

“Leading is about striving to become better than we are, and helping everything and everyone around us to become better,” said Barich. “As warfighting logisticians, we set the conditions for success across the waterfront and within each business portfolio we operate.” 🌟



Rear Adm. Peter G. Stamatopoulos (left), Naval Supply Systems Command commander, presents Capt. Josh Elston the Legion of Merit during a change of command ceremony for Naval Supply Systems Command Fleet Logistics Center Puget Sound (NAVSUP FLCPS) during which Elston relinquished command to Capt. William Barich at Naval Base Kitsap-Bangor.
-Photo By Brian Davis

NAVSUP FLC Bahrain Hosts Industry Day

By Margaret Algarin, Office of Corporate Communications, NAVSUP Fleet Logistics Center Bahrain

Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Bahrain hosted an Industry Day engagement with more than 40 local companies in attendance on Feb. 23 in an effort to increase vendor awareness and participation in ship maintenance and repair services procured by NAVSUP FLC Bahrain in the 5th Fleet area of responsibility (AOR).

The function of an Industry Day is to provide important information to emerging and established business with the US Government and the federal contracting process specifically geared toward enhancing awareness of ship repair and maintenance opportunities. NAVSUP FLC Bahrain contracting personnel provided an overview of how to do business with the U.S. Government and discussed different contract types. NAVSUP FLC Bahrain is responsible for awarding and managing contracts to shipyards for the repair and maintenance of homeported and deployed U.S. vessels within the 5th Fleet AOR. Forward Deployed Regional Maintenance Center (FDRMC) and Military Sealift Command (MSC) provided customer overviews and requirements for their maintenance needs in the AOR. The attendees learned about FDRMC and MSC maintenance opportunities and the application and award process implemented by U.S. federal law, regulations, policies, and procedures.

The event marked the first in-person Industry Day hosted by NAVSUP FLC Bahrain since the coronavirus pandemic beginning in March 2020. It was a tremendous opportunity to have contracting and maintenance professionals from around the globe to meet in support of mission readiness. NAVSUP contracting personnel from Mechanicsburg, Pennsylvania; Yokosuka, Japan; and Naples, Italy attended, along with FDRMC Detachment Bahrain leadership and MSC Headquarters guests from Norfolk, Virginia.

“This year’s Industry Day was very well received. We had tremendous interest within the local business market,” said Rick Bauer, NAVSUP FLC Bahrain director of contracting. “More than 100 participants pre-registered for the event this year; and we had outstanding support from our customers, in providing relevant information to the business community.”

NAVSUP FLC Bahrain, FDRMC and MSC collaborate to ensure contracted vendors provide U.S. military vessels the required maintenance, supplies and quality of life products need to keep ships mission-ready. NAVSUP FLC Bahrain awards contracts with speed and precision to support FDRMC and MSC requirements as maintenance providers while maintaining accountability of government

funds. FDRMC and MSC conduct contract management oversight during execution to ensure the work completed meets Navy standards and requirements. Together the three organizations increase fleet readiness throughout the AOR.

Events such as Industry Day attract a diverse group of companies within the region. Vendors attend each year to gain up-to-date information, customer needs, and contractor requirements for the Department of the Navy. The information presented will help companies submit a more comprehensive proposal for contracted maintenance opportunities. The ability to return to an in-person event supported a substantial increase in participation from vendors. The face-to-face interactions and ability to ask questions in an open forum was invaluable for all attendees. Key speakers for the event included Capt. Alexander Wallace, III, commanding officer NAVSUP FLC Bahrain, Timothy Kiss, director for Ship Management MSC, as well as Cmdr. Timothy Dutton, Officer in Charge FDRMC detachment Bahrain.

“Supporting Industry Day during my annual training at NAVSUP FLC Bahrain was a career highlight,” said Navy Reservist Lt. Jamelia Anderson, NAVSUP FLC Bahrain Detachment Headquarters. “It was very informative for me, being a military contracting professional, to hear from NAVSUP FLC Bahrain’s customers and their contractor base. I now have a better understanding of customers’ needs and how to better communicate requirements to the prospective contractors.”

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

FDRMC provides emergent, intermediate and depot-level maintenance and modernization for transient and Forward Deployed Naval Forces in U.S. 5th and 6th Fleets through fleet technical assistance, voyage repair, contract management oversight, assessments, and diving and salvage. 🌟

NAVSUP Fleet Logistics Center Puget Sound “Team Whidbey” Performs first P-8 Hot Refuel

By Cmdr. Curt Butler, Regional Site Director, NAS Whidbey Island, NAVSUP Fleet Logistics Center Puget Sound

Sailors from Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Puget Sound performed the first-ever “hot” refueling of a P-8 Poseidon Aircraft at Naval Air Station Whidbey Island (NASWI) Jan. 30.

The Sailors, part of the NAVSUP FLC Puget Sound “Team Whidbey” aviation warehousing operation at NASWI, operate the Aircraft Direct Refueling Facility (ADRF), part of the air station’s flight line and taxiway system. “Hot” refueling involves fueling an aircraft on the flight line while its engines continue to operate.

“This new capability is a demonstration of our team’s innovation and tenacity. Through their preparation and hard work, this proof of concept expands NAVSUP FLC Puget Sound’s mission in providing ready and reliable logistics support to the warfighter,” said Capt. Josh Elston, NAVSUP commanding officer, FLC Puget Sound.

In a hot refueling evolution, planes and helicopters taxi through marked lanes to arrive at the fueling station, take on required fuel, then proceed

back to the runway to take off and continue the mission. With in-ground fuel infrastructure set up next to the flight line, the hot refueling process is faster than using fuel trucks on the flight line apron.

“Hot-pit refueling reduces an aircraft’s downtime allowing it to return to mission at a faster rate, keeping aircraft where our nation needs them,” said Elston.

The P-8 Poseidon is a two-engine maritime patrol and reconnaissance aircraft derived from the Boeing 737. The P-8 aircraft refueled in the evolution are assigned to Patrol Squadron (VP) 47, “The Golden Swordsmen,”

and used to conduct anti-submarine and anti-surface warfare, intelligence, surveillance, reconnaissance, and humanitarian response.

The hot refueling event was a culmination of several months of planning, preparation, and rehearsal between the ADRF team and VP-47. Three Aviation Boatswain’s Mate – Fuel Sailors from NAVSUP and five squadron Sailors from VP-47 teamed up to plan and coordinate delivery of 646 Gallons of fuel as a proof of concept.

“There are challenges with any hot refueling operation,” said Chief Aviation Boatswain’s Mate – Fuel Christopher Wooten, NAVSUP FLC Puget Sound, “but our preparation and strong emphasis on flight line safety allowed for this unique evolution to happen smoothly. The lessons we learned provide the team with the confidence and familiarization to replicate that success going forward.”

In the past, the hot refueling process at NASWI was generally reserved for smaller aircraft such as

strike fighters and helicopters.

“This evolution has given ‘Team Whidbey’ an opportunity to prove ADRF versatility by servicing a larger maritime patrol aircraft and can open the door for expanded mission sets in the future,” said Wooten. The refueling operation went as planned and successfully demonstrated that a P-8 could be hot refueled in times of contingency or crisis, lending greater flexibility to aviation support operations.

“I am proud of my team and that NAVSUP FLC Puget Sound was part this ground-breaking evolution,” said Elston. ●



Personnel Exchange Program at NAVSUP Fleet Logistics Center San Diego leaves lasting memories and continues to enhance relationships with Brazilian Allies

By Lt. Raoni da Paixao e Silva, Brazilian Navy, Assistant Logistics Support Center Officer, Naval Supply Systems Command Fleet Logistics Center San Diego and Honorary U.S. Navy Supply Corps Officer

The Personnel Exchange Program (PEP) contributes to the enhancement of international and inter-service relationships by providing one-on-one exchange opportunities for U.S. Navy personnel with foreign military services. As a result, participants gain experience and develop professional knowledge of different countries.

Before arriving in San Diego, my longest and most memorable overseas assignment had been the five months I spent as an ensign on the NE Brasil (U-27), the Brazilian Training Ship.

As a graduate of the Escola Naval, the Brazilian Naval Academy, I, like the other recent graduates, participated in the post-scholar tour aboard the training ship. While deployed, we sailed across the world and executed several foreign port visits. This tour enabled me to utilize all the theoretical knowledge I acquired at the academy, fostered a sense of globalism, and truly developed an understanding of the importance of interoperability between countries.

Reflecting on moments such as when our ship pulled into New York City, just as the sun rose, and I saw the iconic Statue of Liberty for the first time, or remembering the top-notch hospitality received when our ship was moored at Naval Station Mayport, I knew that I wanted to represent the Brazilian navy overseas.

With those experiences in mind, when the chance to participate in the Personnel Exchange Program at Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) San Diego knocked on my door, I did not think twice about applying. After a long and rigorous selection process, I found myself embarking on the most challenging and gratifying professional experience in my naval career.

This experience has been unlike anything I have ever done before. The process of moving to a foreign country with a different language, becoming fully immersed in a new culture, all while having the privilege to work alongside a diverse and qualified workforce, had made the PEP a truly unique experience for me.



Lt. Raoni da Paixao e Silva, Brazilian Navy, is accompanied by Andrew Benson, executive director, NAVSUP FLC San Diego, Cmdr. Jason Deleon, fleet operations director, NAVSUP FLC San Diego, Cmdr. Steven Jones, Royal Navy, Logistics Support Center director, NAVSUP FLC San Diego, and Lt. Cmdr. Emma Larenas, Logistics Support Team director NAVSUP FLC San Diego, in celebration of his recent awards, during a ceremony Mar. 2, at Naval Base San Diego. Lt. Paixao was appointed as an Honorary Supply Corps Officer of the U.S. Navy by the Chief of the Supply Corps, Rear. Adm. Peter Stamatopoulos and awarded the U.S. Navy and Marine Corps Commendation Medal. *-Photo by Tristan Pavlik*

As a PEP officer at NAVSUP FLC San Diego, my position, administrative assistant to the Logistics Support Center (LSC) director, is fully integrated within the LSC, whose mission is to provide value-added logistics support and end-to-end coordination to U.S. Navy afloat customers and U.S. Marine Corps Units through a network of husbanding agents and assist teams. The LSC director, Cmdr. Steve Jones, Royal navy, is also a PEP Officer.

Working in a motivational and multi-cultural environment, I am responsible for the LSC metrics coordination, which includes the application of customer satisfaction surveys, measurement and analysis of assist teams' workload trend and elaboration of metrics reports. Monitoring our performance, discussing current standards and comparing them to the established goals have constantly driven us to fix issues and identify ways to improve logistical processes.

Additionally, I have had the pleasure of participating in some collateral duties of which have expanded the variety of tasks traditionally performed by PEP officers. One of my proudest moments was when I had the opportunity to conduct a brief for the NAVSUP FLC San Diego Wardroom about the Brazilian navy. During the brief, I took the opportunity to highlight the longstanding and strong cooperation between our

countries exemplified by the Lend-Lease Act of 1934 that enabled the decisive addition of Brazil to the Allied strategic position in the theater of operation in the South Atlantic during World War II.

As the 20th Brazilian Exchange Officer stationed here during the centenary year of NAVSUP FLC San Diego, I feel it represents an incredible milestone in the partnership. I feel truly fortunate to be part of such a select team. Throughout these valuable two years, I have been able to share professional knowledge daily, accumulate practical experiences, and build lasting relationships.

During my final days in San Diego, I was truly honored to be appointed as an Honorary Supply Corps Officer of the U.S. Navy by the Chief of the Supply Corps, Rear. Adm. Peter Stamatopoulos and to have been awarded the U.S. Navy and Marine Corps Commendation Medal.

I am honored to have served at NAVSUP FLC San Diego and I will forever carry the memories and experiences of my time in the personnel exchange program with me. ✨



Capt. Cory Schemm, commanding officer, Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) San Diego, on behalf Rear Adm. Peter Stamatopoulos, Chief of the Supply Corps, presents Lt. Raoni da Paixao e Silva, Brazilian Navy, with his appointment as an Honorary U.S. Supply Corps officer during a ceremony Mar. 2, at Naval Base San Diego.

-Photo by Tristan Pavlik

Taking Bold Steps Towards Innovating Online Publication Management

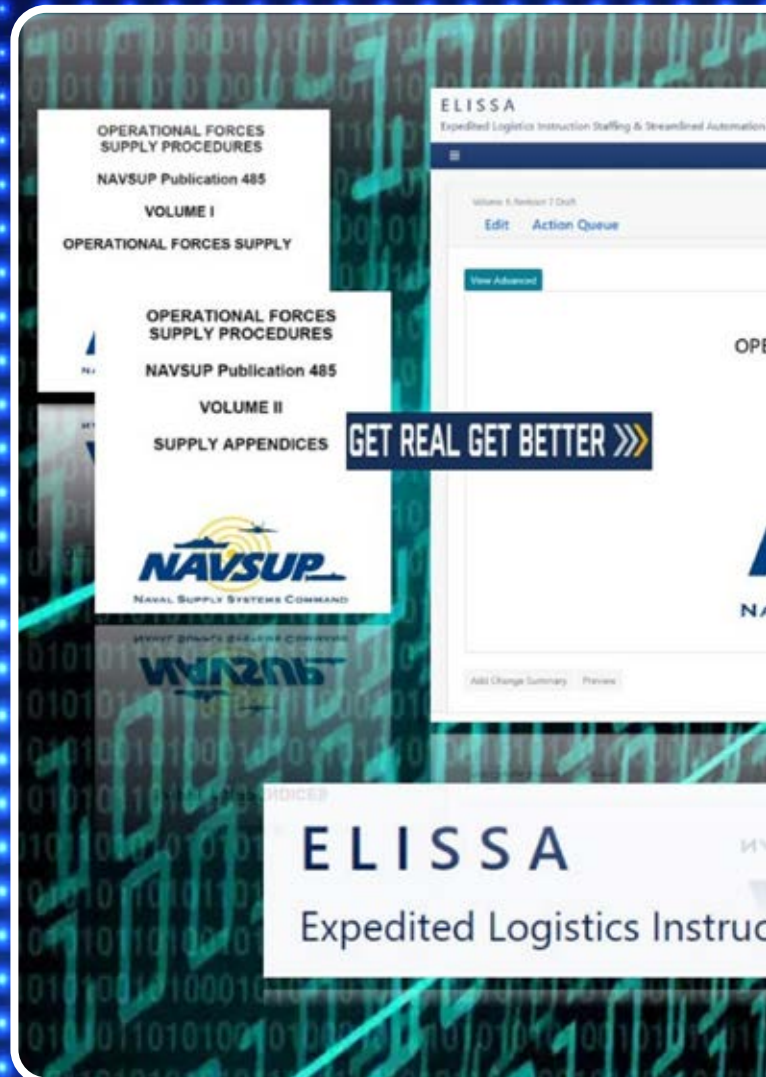
by Elissa R. Harr, Naval Supply Systems Command Headquarters Supply Master Data (SMD) Branch Head - Aviation Strategic Engagement & End-To-End Supply Chain Management Policy & Performance

In Support of Chief of Naval Operations' Get Real, Get Better commitment to improve, NAVSUP announces a major move to modernize publication management via the Expedited Logistics Instruction Staffing & Streamlined Automation (ELISSA) Application

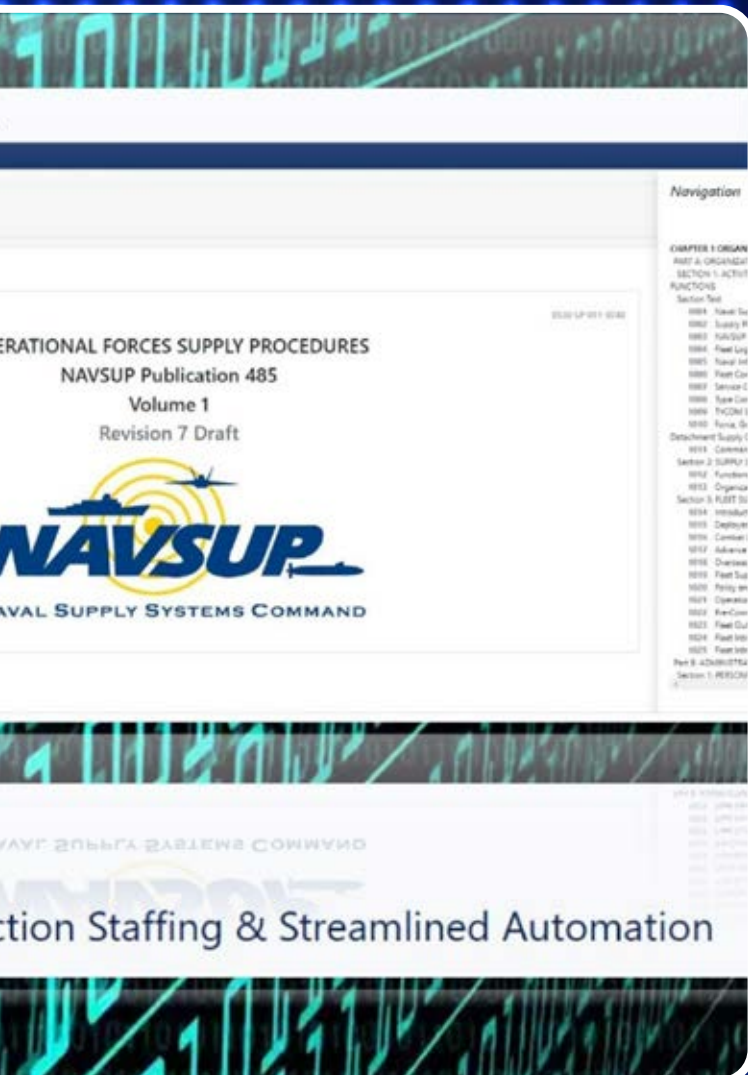
Afloat and ashore operational supply forces are consistently faced with the enormous challenge of providing world class logistics support to the tip of the spear warfighter. Navy supply publications are designed to assist supply personnel in the proper performance of their assigned duties and to aid them in performing tasks associated with critical supply processes. Success in this endeavor is not attained by memorizing volumes of thick publications and disparate policy memorandums. Rather, success is achieved by knowing where to find accurate and up-to-date policy as quickly and efficiently as possible.

Understanding where to find accurate and up-to-date policy is made extraordinarily difficult by the ever-increasing pace of policy change and acceleration of digital improvements in Navy supply chain. As a result, the traditional method of manually updating policy is woefully insufficient as implementation of updates are late-to-need for the warfighter. Improvements in publication management aims to correct this lag between rudder order and rudder swing, answering Chief of Naval Operations' (CNO) direction to Get Real, Get Better (GRGB).

Accordingly, NAVSUP HQ Supply Chain Management Policy & Performance, in partnership with Supply Chain Technology/Systems Integration and NAVSUP Business Systems Center (BSC), took bold steps to modernize publication management and streamline antiquated processes through development and implementation of the Expedited Logistics Instruction Staffing &



Streamlined Automation (ELISSA) application. The desired end-state for this new application was to negate the need for manual intervention and to streamline the cumbersome comment adjudication process while reducing human error. In October 2021, Supply Chain Management Policy & Performance authored and submitted an Application Service Request (ASR) seeking to transform and transition the NAVSUP P-485 to an online environment, permitting enhanced real-



In support of this transition, NAVSUP will provide a bi-weekly online training workshop via Microsoft Teams to assist users in updating the P-485 using the ELISSA application. This training will be offered every other Wednesday at 1300 beginning May 10th, 2023 and continues through June 21st, 2023. Additional training sessions will be accommodated at users' request. Personnel interested in attending training should contact NAVSUP-0425 at: navsup_hq_p-485@navy.mil.

Supply Chain Management Policy & Performance has additional tool enhancements on the horizon to make the system more user-friendly, such as hyperlinking overarching or related policy within the document and improving comment/change submission in bandwidth-denied environments. The group envisions further expansion of the ELISSA application for all publication management within NAVSUP and potentially extending utilization of the ELISSA application to enterprise stakeholders.

To access the ELISSA tool for the first time, end-users must register their Public Key Infrastructure (PKI) certificate in myNAVSUP at <https://my.navsup.navy.mil/registration/>. Once registration is complete, users can request access at [https://my.navsup.navy.mil/apps/ops\\$485.content](https://my.navsup.navy.mil/apps/ops$485.content). Once personnel are logged into the website, end-users can download the ELISSA Desktop Guide. NAVSUP P-485 Volume I, Revision 6 Change 1 and NAVSUP P-485 Volume II Revision 6 Change 3 can be downloaded from the Naval Logistics Library (NLL) (CAC required for access) at: <https://nll.navsup.navy.mil>.

Supply Chain Management Policy & Performance asks for continued support and patience as the Navy pursues efficiency through streamlined administrative processes. For any questions or inquiries, please email: navsup_hq_p-485@navy.mil. 🌟

time processing of updates from stakeholders. With the review and routing procedures executed in a pure web environment, enterprise stakeholders and fleet coordinators will be able to gather inputs from activities under their purview and submit them via the web. There is a deliberate and robust internal process at NAVSUP HQ to ensure that adjudication of comments and changes are conducted at the appropriate levels (administrative versus substantive).

Rear Adm. Naoya Hoshi Tours NAVSUP FLC Yokosuka's Fuel Facilities

Japan Maritime Self-Defense Force (JMSDF) Maritime Materiel Command (MMC) Vice Commander, Rear Adm. Naoya Hoshi, toured NAVSUP Fleet Logistics Center (FLC) Yokosuka's fuel facilities at Defense Fuel Support Point (DFSP) Hakozaki, on the small island of Azuma located in Tokyo Bay, Aug. 2.

As part of the bilateral engagement, NAVSUP FLC Yokosuka Commanding Officer, Capt. Michael Carl, provided a command brief to Rear Adm. Hoshi, regarding the diverse logistics mission of NAVSUP FLC Yokosuka, giving his Japanese counterpart a better understanding of the operational footprint. After, Capt. Carl and Regional Fuels Director, Lt. Cmdr. Blake Garner, gave a tour of the fuel facilities to Rear Adm. Hoshi and his staff.

The fuel facilities include refueling pipelines, above and below ground fuel storage tanks and tunnels, all situated on the island near U.S. Yokosuka Naval Base.

As the largest regional fuel operation, NAVSUP FLC Yokosuka operates eight deep-water fuel terminals and one airfield fuel terminal, while storing and delivering 45 percent of all U.S. Navy fuel in the Asia Pacific region. From a DoD perspective, NAVSUP FLC Yokosuka Fuels Department holds a bulk petroleum inventory of nearly 475 million gallons, an astounding 10 percent of DoD's total global bulk petroleum inventory. 🌟

-Photos by Midoriko Morita.





Navy Recognizes NAVSUP FLC Bahrain with Award for Human Resources and Equal Employment Opportunity Community Excellence

By Margaret Algarin, Office of Corporate Communications, NAVSUP Fleet Logistics Center Bahrain

Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Bahrain Business Office received the Human Resources (HR) and Equal Employment Opportunity (EEO) Community Support Medium Team Award as part of the 2022 Department of the Navy (DoN) HR and EEO Community Awards for Excellence, April 30.

The DoN HR and EEO Community Awards for Excellence recognizes the contributions made by an individual or team outside of customary HR and EEO organizations.

The NAVSUP FLC Bahrain Business Team includes personnel from the Workforce Management (WFM), Finance, and Public Affairs Offices: Tracy George, Robert Genaro, Jason Kaplan, Judineth Castillo, Gaylord Casanas, Dalia Colon de Rubera, Cinthia Puello, Lolita Cruz, Magdy Abdullah, Toni Opimo, and Margaret Algarin.

Using the Navy's "Get Real – Get Better" mindset, the team was determined over the course of the year to implement valuable changes in each area of the onboarding experience. After a full assessment of the existing program, an improvement plan was created highlighting crucial elements that would advance the hiring process. These changes focused on implementing effective strategies to integrate new employees into their new overseas position.

"The team's ability to recognize and overcome the range of challenges relevant to staffing and onboarding in order to meet mission requirements were key to the team's success," said Robert Genaro, acting business director.

To overcome the hiring challenges of overseas positions, two key steps were taken in an effort to increase recruitment numbers. First, the WFM team proactively engaged with our mission partners to acquire additional dependent entry authorizations for the command. Secondly, the WFM and public affairs officer (PAO) coordinated with Naval Support Activity Bahrain's PAO office to use their marketing video that highlights Bahrain and its support to the 5th Fleet warfighters. This video allowed job candidates the opportunity to educate themselves on the remarkable region and the vital mission their position supports.

Externally, the WFM team worked hand-in-hand with many Office of Civilian Human Resources (OCHR) while HR services were relocated from OCHR Bahrain to OCHR Sigonella and then to NAVSUP Headquarters. The hiring process was reorganized beginning with the candidate's tentative job offer, which triggered the WFM, admin, and finance teams to coordinate with work centers and external agencies for cost estimates associated with Permanent Change of Station. While working collaboratively to provide additional staffing tools to the hiring manager, the team's efforts garnered a more diverse group of candidates and reduced the onboarding process time by an average of 30 days.

The ability to reduce hiring times has proven invaluable, allowing the command to better support the warfighter and mission readiness within the 5th Fleet area of responsibility. 🌟

Meier Honored

On July 27, 2023, during Capt. Nick Rapley's retirement ceremony, celebrating 30 years of dedicated service to our nation, Rapley presented an honorary Supply Corps Flag Officer certificate to his presiding officer, Rear Adm. John Meier, Commander Naval Air Forces Atlantic. The 50th Chief of the Supply Corps, Rear Adm. Ken Epps, recognized Meier for decades of tireless support, mentorship and advocacy for the Navy Supply Corps and our mission. There were many in attendance, to include two noteworthy leaders, Rear Adm. Julie Treanor and Rear Adm. Kristin Acquavella, who also had the privilege of working for Meier during their careers. ✨

- Courtesy photo.



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Supply Newsletters Survey

WE WANT TO HEAR FROM YOU!

To better serve our entire Navy supply readership, NAVSUP wants to hear your feedback on the Supply Corps Newsletter, OP Monthly Status Report and Enlisted Supply Quarterly.

The survey is open to all readers, including civilian, military, retired military, and retired civilian personnel in a supervisory or non-supervisory status. The survey will help us improve the newsletter in terms of distribution, content, and format. Participation in the survey is voluntary; however, all responses will have an impact on how the newsletter is formatted and distributed in the future.

Your feedback is valued and will aid in the development of an improved newsletter. All responses are anonymous.

Please follow the link below to take the survey:

<https://tinyurl.com/supplynews>

The survey will close on Oct. 20.

