THE NAVY SUPPLY CORPS

# Newsletter

Winter/Spring 2023

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## NAVSUP Ammunition Logistics Center

## A Message from the Chief of Supply Corps

The efforts of our Supply Corps officers and NAVSUP employees regularly outperform fleet expectations. This high level of performance produces a model operating environment for our warfighters across planet Earth. Nobody sustains the fleet as well as we do.

To remain the world's strongest Navy, we must have consistently strong performance. Get Real Get Better (GRGB) is a call to action–the status quo is no longer acceptable. To maintain our record of winning, we must continue to cultivate the Get Real Get Better mindset across the fleet. We need to embrace the Get Real approach of self-assessment, critical thinking, and candid professional engagement. Be your own toughest critic. Continually evaluate yourself and your team. Use proven Navy problem solving tools and techniques as found on the GRGB website (*https://www.milsuite.mil/book/groups/get-real-get-better-navy-rollout/*) and in the Navy Performance Improvement Educational Resource (NPIER) Playbook (*https://www.milsuite.mil/book/docs/DOC-1195665*) to hunt for improvement opportunities and then embrace the red. Doing so allows us to get better and all of us can improve. This is the path to accelerating warfighting advantage with consistently high performing teams working together to solve hard, systemic problems to outthink, outfight, and outlearn any adversary.

Since my last update, Naval Sustainment System-Supply (NSS-S) continues to converge with other Performance-to-Plan and NSS initiatives to enhance Navy readiness and drive greater affordability into our supply chains. To date, NSS-S pillars have value captured over $2.2 billion in supply chain benefit, $730 million in savings and cost avoidance, and realized more than $7 billion in monetized readiness levels enabling higher priority inventory and repair investments in depot level repairable components for maritime and aviation weapon systems. Powerful data analysis is paving the way for cross-functional NSS teams that are dissecting business processes, hunting for leverage, and addressing the root causes of end-to-end supply chain process deficiencies.

In wave 5 of NSS-S, we completed four initiatives spanning Navy shipyard material board effectiveness; aviation organizational demand; maritime configuration management of critical requirements; and buying is power.

In wave 6, six initiatives are underway. These initiatives include Navy shipyard material management; fleet readiness cannibalization forum; critical requirements reduction; depot level repair value capture; supply chain IT; and activating the Supply Corps.

Working together as Supply Corps professionals, we are making positive impacts to our end-to-end Navy supply chains and enhancing the readiness and lethality of our Naval forces. You are the driving force behind NSS-S. Your innovative approaches to acquisition and lifecycle sustainment, supply chain management, and operational logistics separate us from other communities. Your dedication does not go unnoticed.

This issue of the newsletter features articles from NAVSUP Ammunition Logistics Center (NALC). As the fleet's ammunition support agent, our Sailors at the tip of the spear depend on the steadfast efforts of NALC to guarantee their unit's maximum readiness. NALC coordinates fleet requirements, resolves and manages distribution issues, and conducts inspections and other technical functions within the Navy ordnance enterprise. NALC's professional civilian workforce and their military counterparts are lockstep in their efforts to provide top-tier service to the fleet. Your understanding of NALC's value will serve you well throughout your career.

P.G. STAMATOPOULOS
RADM, SC, USN

## NEWS FROM THE Command Master Chief

Supply Family,

It is a very exciting time within our NAVSUP Enterprise and the supply community. We are doing great things around the globe, as you will see in this edition of the Supply Corps Newsletter highlighting our NAVSUP Ammunition Logistics Center. I want to point out that there are various rates within the NAVSUP organization and each one of them brings a critical skill set to the Enterprise. For example, we have master at arms conducting customs inspections and machinist mates as cryogenic supervisors. In our Code 700s, we have construction mechanics, equipment operators, enginemen, even a fire controlman aegis. What I'm trying to say is that it takes a village full of subject matter experts to keep this machine going, and you all are killing it!

I have had the pleasure of visiting both NAVSUP Fleet Logistics Center (FLC) Norfolk and San Diego along with NAVSUP Weapon Systems Support Philadelphia. It is mind blowing what our logisticians are doing to support type model aircraft within the Integrated Weapon Support Teams and participating in Maintenance Operation Center calls supporting both Commander, Naval Air Forces and regional fleet readiness centers around the world.

We have started the Supply Enlisted Roadshow in collaboration with the Supply Detailers and the Enlisted Community Managers, and would like to take a moment and extend a big thank you to NAVSUP FLC San Diego for hosting the first of 2023. The next roadshow will be May 9-11, in Norfolk, Virginia.

We address Advancement, Detailing, Community Health, Supply Initiatives, Career Planning, Career Waypoints, Retention, Special Programs, Separations and Retirement. It is the utmost importance that we prioritize our people in this challenging retention environment. There are multiple incentives for all of our military members to stay Navy, from advancement monetary incentives to priority detailing. Attending these roadshows will empower our Sailors to make sound career decisions.

It also gave me great pleasure to host all of the CMDCMs/SELs across our Enterprise, along with their Sailor of the Year candidates. I met some phenomenal leaders in our team that are truly inspirational. A BIG congratulations goes out to LS1(AW) Christopher Estrella for being selected as Naval Supply Systems Command Sailor of the Year for 2022!

I look forward to visiting the fleet concentration areas to provide supply initiatives and receive fleet feedback on how we can grow and improve our supply team. See you in the fleet!

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


# NEWSLETTER

Winter/Spring 2023



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

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

**Capt. Mark C. Rice, SC, USN**
**Chief of Staff**
**Naval Supply Systems Command**

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



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**Front cover:** The Coalition of the Willing (COW) seal is a graphic representation of the designation adopted by NAVSUP Ammunition Logistics Center (NALC) to identify the elite group of conscientious ammo professionals that endeavor daily to do the right thing. The Latin phrase in the banner at the bottom of the seal translates to "I did it right". In the absence of a single accountable officer to lead ammo and provide that single point of focus for the community, it is through the Coalition of the Willing that we get everything from routine receipts and issues to large-scale global inventory rotations accomplished. While those of us within the Coalition do not always agree on the finer points, we are always united by the goal to support the warfighter.

Editorial Staff

RICHARD SPIEGEL
*Publisher*

MATTHEW MORRISON
RUSSELL STEWART
*Editors*

LEE MUNDY
*Layout & Design*

# 2023 NAVSUP Commander's Conference

–photos by Karissa Murdock

NAVSUP leadership from across the world – representing the entire NAVSUP Enterprise – gathered onboard Naval Support Activity Mechanicsburg, Pennsylvania, for the 2023 NAVSUP Commander's Conference.

Rear Adm. Peter Stamatopoulos, NAVSUP commander and 49th Chief of Supply Corps, used the event to touch on his current priorities for the command: people, Naval Sustainment System-Supply, Performance-to-Plan logistics, shipyards, Navy Working Capital Fund-Supply Management Audit, Defense Fuel Support Points, Logistics Information Technology (LOG IT) and reinforcing the Navy's Get Real, Get Better mindset.

2023 NAVSUP Commander's Conference attendees learned about the current priorities of Rear Adm. Peter Stamatopoulos. –photos by Karissa Murdock

*Below:* Logistics Specialist First Class (LS1) (AW) Christopher I. Estrella is presented with NAVSUP's 2022 Sailor of the year award.

*Above:* Rear Adm. Peter Stamatopoulos addresses attendees of the NAVSUP hosted 2023 Commander's Conference.






# Chief of Supply Corps GRGB Expectations

**RADM Peter G. Stamatopoulos**
**COMMANDER, NAVAL SUPPLY SYSTEMS COMMAND**
**49TH CHIEF OF SUPPLY CORPS**

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**While we share a great sense of urgency in the face of threatening strategic competition, our Navy is entrusted by the citizens of our country with the first line of our national defense. Our covenant of trust with the American people to fulfill this responsibility is simple... our solemn mission is to build, operate and sustain the best possible naval fighting force to protect their lives, property and freedoms.**

**In the spirit of this mandate, NAVSUP and Supply Corps' mission is to conduct and enable supply chain, acquisition, operational logistics, and Sailor & family care operations with our mission partners to generate and sustain naval forces worldwide.**

**To achieve our mission in a complex and increasingly digital supply chain environment, it is imperative we rely on our Navy Core Values and apply a Get Real Get Better (GRGB) mindset to achieve GRGB Behaviors and Standards. The CNO's Navigation Plan, Charge of Command, and call to action to "Get Real and Get Better" serve as our guidon for defining how we will develop our force and leaders who demonstrate strong character and operational excellence at every level.**

## GRGB Mindset

As 21st century Supply Corps leaders, we are faced with an ongoing tension among three elements: values, mindset, and behaviors. A fully developed leader will recognize the value of all three. The acquisition of that perspective is central to the GRGB mindset meant to reset expectations on how a Navy leader must lead. In the CNO's January 2022 call to action, he further discerns how GRGB is our leadership standard.

## Commander's Intent

In fulfilling my duties and responsibility as COMNAVSUP and Chief of Supply Corps, together we will fully scale GRGB across the supply community–to include Military and Civilians–to impact a wider range of acquisition, life-cycle sustainment, supply chain management, operational logistics, and business capabilities to achieve world-class performance objectives.

The time is upon us to begin GRGB planning to develop a comprehensive staff estimate of the operational environment to reduce the gap between our strongest and weakest formations, products and services, processes, and outdated approaches to problem solving that undervalues dynamic learning and innovation.

I expect the GRGB planning and execution to be deliberative, thorough, and collaborative and, above all, guided by the GRGB Training Packet and Navy Performance Improvement Educational Resource (NPIER) in order to expand the scope, use, and application of the problem solving methods broken down into the five distinct "DMAIC" sections: Define, Measure, Analyze, Improve, and Control *(figure 1)*.

The immediate focus of the GRGB plan is on the integrative application of DMAIC effects to bring our supply community's values, mindset, and behaviors into compliance with our GRGB Navy leadership standard and on a sustainable path leading to operational excellence. In doing so, DMAIC effects must be laser-focused on learning and measured to avoid alienating teammates and mission partners

*Figure 1. DMAIC design and approach*

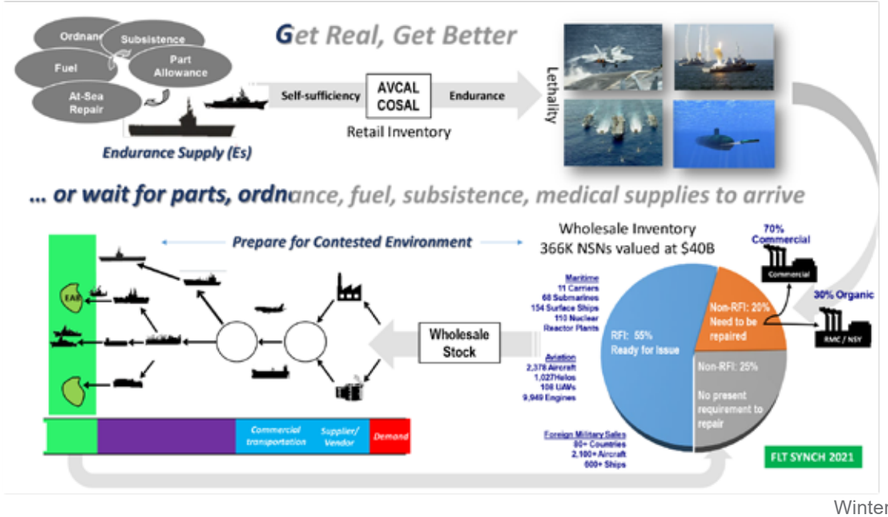
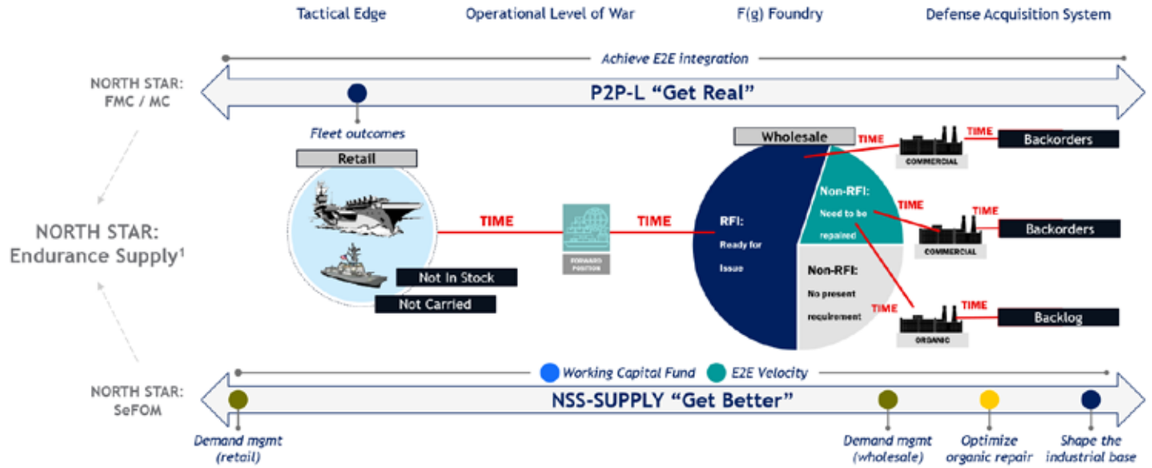





*Figure 2. Navy E2E Supply Chain Map*




who have endured years of status quo performance. As a learning organization, we must encourage our teams to continuously learn, adapt, and teach to advance the mission. In the final analysis, it is the human element that separates us from our potential adversaries. Our supply community's competitive advantage resides within our officers, Sailors, and civilians ability to self-assess, self-correct, act transparently, focus on what matters most, and build learning teams.

## Setting the Stage

Logistics in the 21st century is an increasingly global, interconnected, and an intensely competitive environment, demanding our very best leadership, engagement, and alignment–using a whole-of-Navy Supply Corps approach. To create the supply chain performance we need, it's imperative that we manage supply chains differently, no longer accepting uncoordinated and fragmented decision-making. Wherever your vantage–to efficiently build, man, train, equip, and sustain the best possible naval fighting force requires a confluence of interactions across the whole-of-Navy and industry. The parties to these interactions include Joint and Service level staffs, Fleets, Type Commanders, Systems Commands, Shore Commands, and support agencies. Each of these entities constitutes an integral piece of what can be a bewildering functional puzzle consisting of operational and administrative commands that are best organized under the overarching headings; Force Development F(d), Force Generation F(g), and Force Employment F(e).

## Navy Command Structure

The Navy's structure is complex. There are two chains of command: administrative and operational. The CNO is responsible for both the command, utilization of resources, and efficiency of the operating forces of the Navy and of the Navy shore activities. These sometimes overlap, and depending on assignment, a Sailor or civilian can be part of both.

Since maritime forces are mostly a self-deploying, self-sustaining, and sea-based expeditionary force, they are manned, trained, and equipped to operate with limited reliance on ports or airfields. Stemmed from this, Navy command relationships evolved based on a philosophy of decentralized guidance, collaborative planning, and decentralized control and execution. This long-standing command and control (C2) practice was intended to achieve relative warfighting advantage through a unit's ability to rapidly observe, orient, decide, and act.

Operational Command demands leaders at all echelons exercise initiative, act aggressively, and act independently to accomplish the mission. Combatant commanders issue Navy-related orders to naval component commanders.

- Operational Command. There are nine Navy component commands, and their commanders carry out operations within a designated area of responsibility. Navy component commanders have operational control over one or more of the numbered fleets. There are seven active numbered fleets in the Navy. Fleets are further divided by Task Forces, Task Groups, Task Units, and Task Elements.

  Administrative Command runs from the President, through the Secretary of Defense, to the Secretaries of the Military Departments, and as prescribed by the Secretary of the Navy, to the Chief of Naval Operations (CNO).

- Administrative Command. There are various commands that fall into one of the following: Type Commands (6), Systems Commands (5), and Shore Commands (15).

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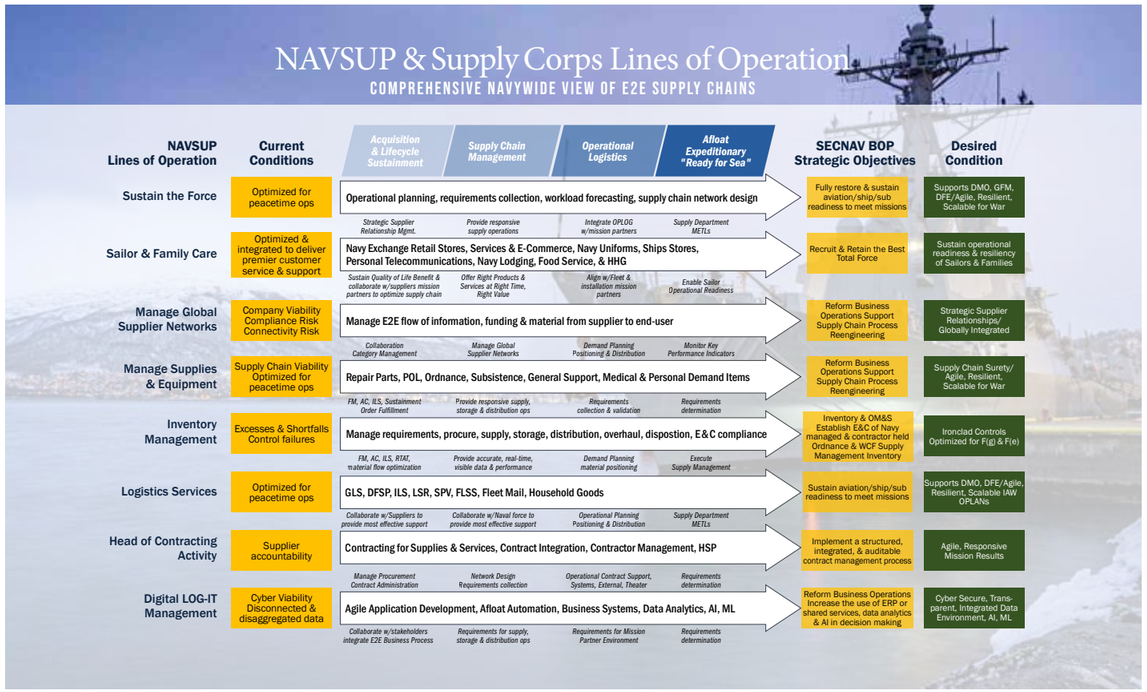
*Figure 3. NAVSUP & Supply Corps community Lines of Operation*



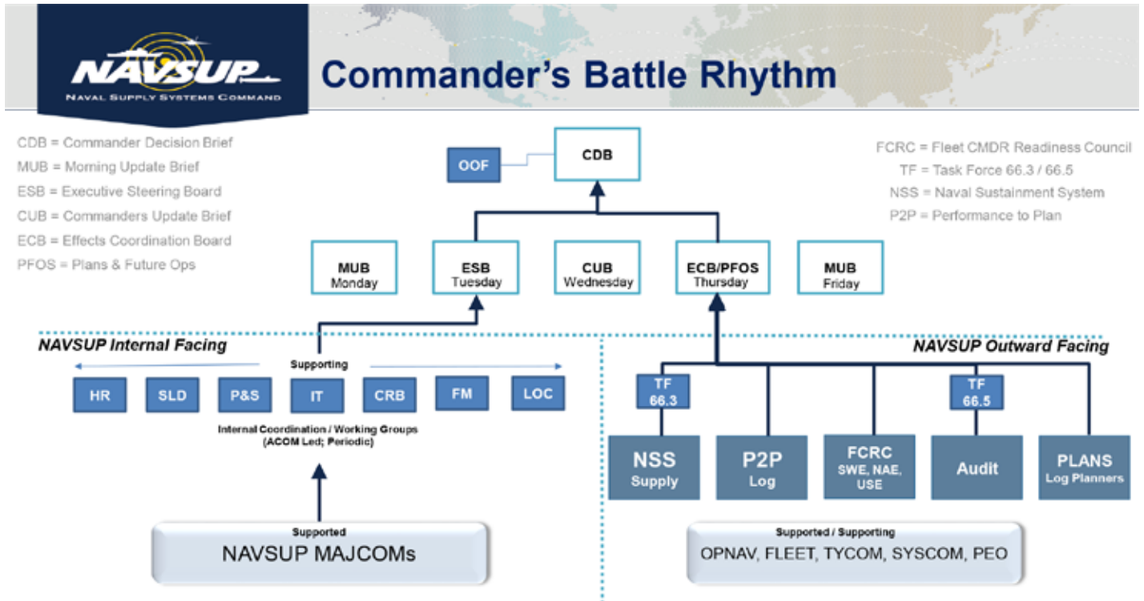




*Figure 4. NAVSUP Command and Staff Battle Rhythm*



In practice, administrative command is not as straightforward as operational command. This is especially true when planning, executing, and de-conflicting C2 and complex OAIs across Force Development F(d), Force Generation F(g), and Force Employment F(e) work streams.

## Operationalizing NAVSUP & Supply Corps

The Navy's End-to-End Supply Chains *(Figure 2)* are complex. They span the:

- Tactical Edge aboard ships, submarines, and squadrons.
- Operational Level of War that connects supply chains & logistics effort at the strategic level with those of the tactical level.
- Force Generation "Foundry" requiring cross-functional approaches to integrate data, procurement, suppliers, manufacturers, transportation, distribution, material positioning, warehouses, and end-users to deliver products and services for material and supply applications to effectuate sustainment, equipage, maintenance, repair, and overhaul operations.
- Defense Acquisition System and Industrial Base where acquisition and lifecycle sustainment is managed to acquire technologies, weapons systems, programs, lifecycle product support, and logistics to maintain and prolong a weapon systems operational availability.

The desired end state is to fulfill our solemn duty to always be "Ready for Sea."

To better align our supply community, in Fall of 2020, I launched and implemented a new design approach to operationalize NAVSUP and the Supply Corps to better orchestrate, integrate, and synchronize OAIs to achieve strategic objectives required of our Navy *(Figure 3)*. NAVSUP and Supply Corps Lines of Operations focus our supply community (i.e., Supply Vanguard network) by linking multiple tasks, missions, and existing resources to achieve E2E Supply Chain Integration to sustain the force.

## Commander's Battle Rhythm

To see ourselves clearer, the NAVSUP Commander's battle rhythm was implemented to establish a deliberate cycle of command, staff, and unit activities to synchronize current and future operations across planet earth *(Figure 4)*. The Commander's battle rhythm consists of a cyclic series of meetings (including working groups and boards), briefings, and other activities synchronized by time and purpose. The Commander's battle rhythm has unlocked many GRGB benefits, to include:

- Serves civilian and military inspiration for connectedness and synchronization with operations and effects.
- Clearly communicates each unit's part to play and promotes open communication between Commanders and staff to help achieve enterprise-wide success.
- Helps team members come together and achieve benchmark goals within a project more quickly.

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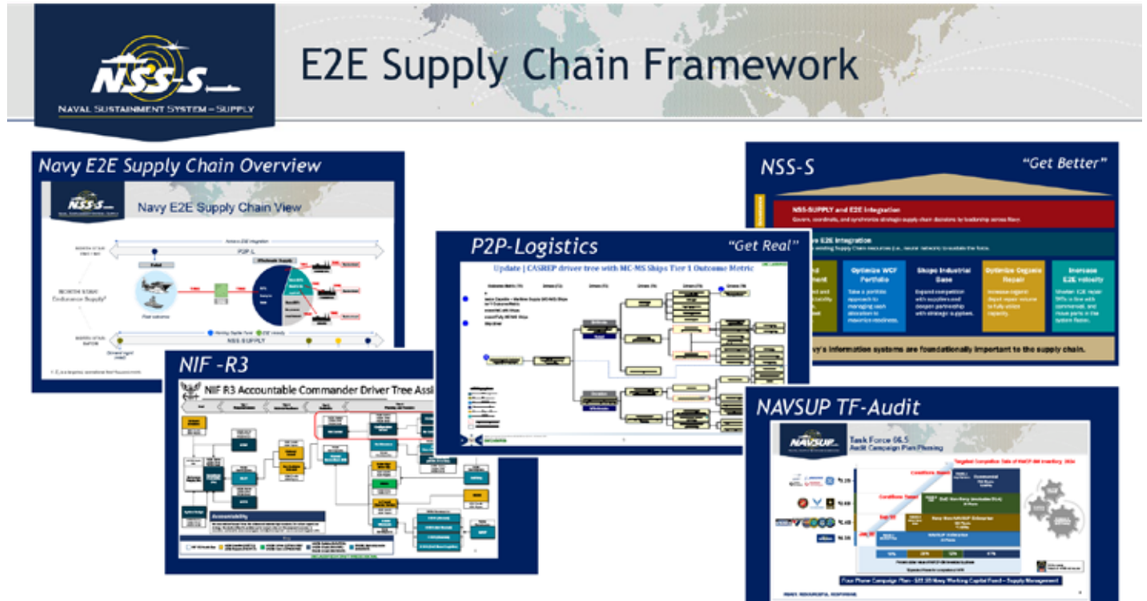


*Figure 5. GRGB Supply Chain Integration Framework*

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## NAVSUP GRGB Framework–Wave, Initiative, and Sprint Design

The NAVSUP and supply community's two years of deep involvement in P2P-Logistics, NSS-Supply, and TF Audit have shown us that by **adopting a GRGB data-driven approach, dissecting tough problems, hunting for leverage, developing performance models, implementing improvement sprints, elevating barriers, being biased toward action, and leading change to achieve best-in-class standards,** we deliver high-impact and measurable mission results–improving supply chain performance and affordability.

Equally important is applying the "North Star" GRGB Governance and Supported/Supporting C2 framework to mitigate vague command structures–whereby a single, accountable leader is assigned unambiguous responsibility for achieving performance outcomes, or elevating barriers to established governance forums (e.g. NAVSUP ESB, CDB, or higher FCRC, and NCF).

Working in concert with one another, the "Get Real Get Better" P2P-Logistics, NSS-Supply, and TF Audit structured framework *(Figures 5 and 6)* and application of DMAIC problem solving tools and techniques enabled restructure and reform operations, activities, and investments in complex aviation, maritime, and nuclear supply chains. More than 25 initiatives have driven improved performance in Demand Management, Cash Allocation, Supplier Performance, Financial Accountability, Organic Repair, and E2E Velocity.

The GRGB approach streamlined processes, increased use of data analytics, provided avenues for barrier removal, and drove a "Get Real Get Better" culture change campaign realizing $2.2B in supply chain benefit with $300M in year-over-year savings, and contributed to generating more than $7B monetized readiness in the past two years.

## Scaling GRGB Approach – NAVSUP and Supply Community

Expanding the GRGB approach will further operationalize the broad and unifying actions we must take in collaboration across NAVSUP, the supply community, and enabling partners. This will require all hands to practice the proper use and application of GRGB principles and problem solving tools. My GRGB operational approach depicted below *(Figures 7 & 8)* is intended to provide initial guidance and insight on how I view the inter-relationships of ideas, concepts, actions, and actors.

Working together teams must understand the operational environment and be capable of describing the current and desired conditions of the mission outcomes we pursue, and the tensions that lie between the two.

Moving forward, I expect the whole-of-Navy Supply Corps community, regardless of where you serve, to role model GRGB behaviors in everyday business and interaction with staff and external stakeholders. Use the problem solving tools and GRGB mindset to remove barriers for your subordinates and partner organizations. Strive relentlessly for excellence!

*Figure 6. 2021 & 2022 NAVSUP-led GRGB Waves and Sprints completed or in-progress*

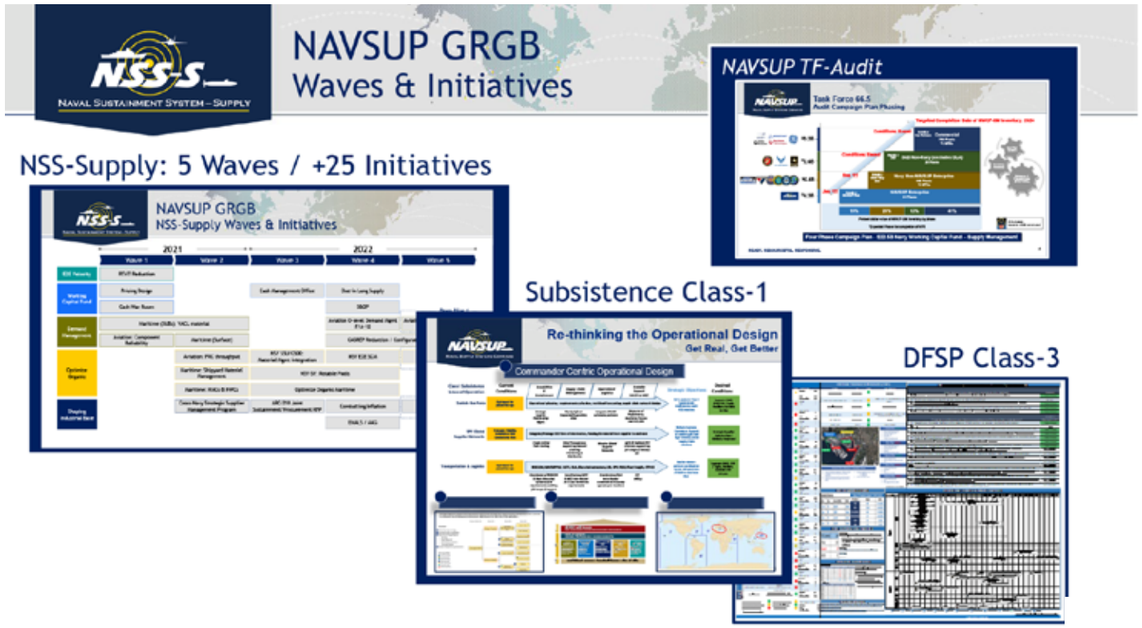





*Figure 7. NAVSUP & Supply Corps GRGB Approach*

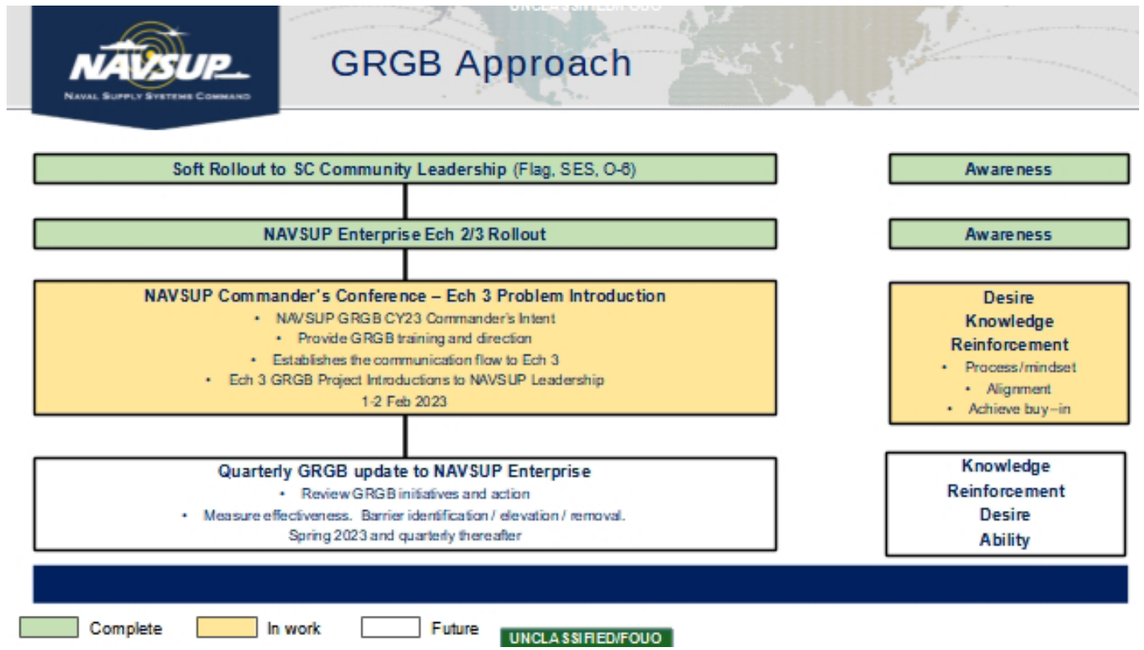
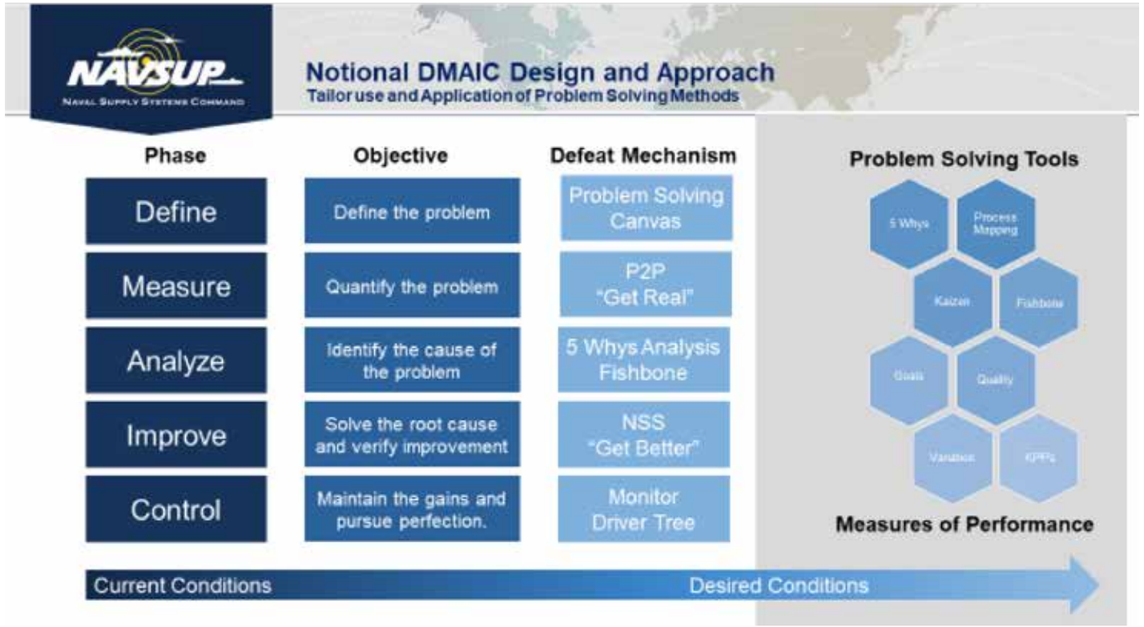



*Figure 8. Notional DMAIC design and approach*



# Naval Supply Systems Command Fleet Logistics Center Sigonella Provides Humanitarian Assistance and Disaster Relief Efforts for Türkiye

Naval Supply Systems Command Fleet Logistics Center Sigonella (NAVSUP FLCSI) logisticians secure pallets of disaster relief aid in support of humanitarian assistance and disaster relief efforts for Türkiye in February. Following a 7.8 magnitude earthquake that struck Türkiye on Feb. 6, 2023, U.S. military forces assigned to U.S. European Command are providing humanitarian assistance and disaster relief in support of U.S. Agency for International Development, the Bureau of Humanitarian Assistance, and the international community to the Turkish people during this tragedy. –photo by Lt.j.g. Daniel Amadi



# Ammunition Supply Chain Execution During a Global Pandemic

**By Steven Flowers**
A3 DEPUTY DIRECTOR, NAVSUP AMMUNITION LOGISTICS CENTER

The COVID pandemic presented a unique set of challenges for those of us working within the ammunition supply chain. The demand to load deploying Navy, Marine Corps, and Coast Guard units, support exercises, redistribute vital training and load plan assets, and support anti-submarine warfare operations abroad persisted. All the while, the coronavirus' prevalence forced managers to socially distance to control the spread. Many throughout the enterprise were able to allow their employees to work from home with very little, if any, drop-off in support. Unlike most supply commodities, wholesale naval ammunition is managed almost entirely within a classified environment, which meant maximum telework was not a viable option for ammunition logistics and inventory management specialists (LMS/IMS) located at NAVSUP Ammunition Logistics Center (NALC). Meeting the demands of the fleet, while ensuring the safety of our employees during the early stages of the pandemic, proved to be daunting tasks. However, the NALC Supply Chain Execution (SCE) team, which includes the LMSs in Mechanicsburg and our NALC waterfront Ammunition Management Offices in Norfolk and San Diego, rose to the occasion under unprecedented circumstances to repeatedly meet and exceed each of those challenges.

Fiscal year (FY)21 proved to be a defining moment for the SCE team. As the pandemic continued, the supply chain began to experience second and third order effects of the virus that made moving ammunition exceedingly difficult. For example, Navy waterfront services were hit hard with social distancing requirements, as well as coronavirus infections. This created delays in loading and offloading ships at the pier, including the inspection and stowage of returning ammunition, which, in turn, affected subsequent loads/offloads. Transportation was at a premium due to the number of available drivers, which caused rates to skyrocket. This, in turn, caused delivery dates for ammunition requirements to be delayed. COVID-19 infections took a toll on the NALC SCE team, as well. Commodity managers at NALC scrambled to cover down for COVID-affected comrades, forcing healthy employees to work longer days onsite to meet the Navy and Marine Corps' need for ammunition.

In spite of the onslaught of obstacles, fleet ordnance support did not falter during the pandemic. That was largely due to NALC SCE's creativity, adaptability, and can-do attitude. Notable accomplishments from FY21 were:

- Successfully processed over 31,000 incoming requisitions encompassing over 84,000 short tons valued at more than $24 billion. This includes requirements to support over 350 operational units worldwide;
- Supported the disposition of more than 4,700 disposal documents for unserviceable material;
- Released nearly 700 items on backorder, successfully reducing backorders by 12% over the course of the FY;
- Supported and approved 50 Foreign Military Sales cases with more than 30 nations, resulting in the successful transfer of 665,000 ordnance assets valued at $65 million;
- Coordinated with Naval Special Warfare Command and the Naval Sea Systems Command Program Office on the reclamation of over 10 million eaches worth of ammunition left behind at more than two dozen Army Ammunition Supply Points worldwide;
- Coordinated short-notice/PRI-03 surface and airlift movement of BLK V Tomahawk from Raytheon Technologies Camden, Alaska, to Pearl Harbor, Hawaii, in support of U. S. Pacific Fleet weapons testing;
- Distributed eight surface launched BLK V Tomahawk to Seal Beach, California for first combat deployment of newly developed weapons system;
- Supported full complement of arms, ammunition, and explosives requirements for joint nations deployment of F-35 squadron to HMS Queen Elizabeth, which required the development of new procedures for supply and reporting of 140 short tons of ordnance valued at $14 million to a foreign vessel;
- Conducted a review of unserviceable and stagnant stock assets held at eight JMC depots, resulting in the transfer of 10,100 short tons of inventory to the Army demilitarization account; and
- Filled priority requisitions in support of anti-submarine warfare operations, to include 12,000 sonobuoys to the 6th Fleet AOR valued at over $13 million.

The efforts put forth to meet the mission did not go unnoticed. The SCE team at NALC was rewarded for its efforts in FY21 by being named NAVSUP Team of the Year. The recognition was well-deserved, and motivated the SCE team to do even greater things in FY22.

While many of the COVID-related challenges have begun to subside, the lessons learned from the previous years' experience will be invaluable moving forward. Important among those lessons is how to keep the supply chain moving under persistent resource constraints, while still meeting the customer's demand signal. The importance of cross-training, collaborative tools, and timely communication was never more apparent than in FY21. The knowledge gained from those lessons will be applied to how we approach our tasks moving forward, better enabling us to adjust should the need ever arise.

# NAVSUP Ammunition Logistics Center Magazine Visibility Tool

**By Bob McClure,** PROGRAM ANALYST AND **Jeremy Hilliker,** PROGRAM ANALYST A1-A11, NAVSUP AMMUNITION LOGISTICS CENTER

**NAVSUP Ammunition Logistics Center (NALC) is the U.S. Navy's designated manager of the non-nuclear ordnance stockpile. NAVSUP's Ordnance Information System, the Navy's accountable property system of record for ordnance, has a module which was designed to show ordnance site managers space availability in their magazines. This module provides some benefit, but has limitations. The tool only considers the space inside each magazine in a two-dimensional manner.**

Bob McClure, a senior analyst with NALC, realized there was an opportunity to greatly improve the existing tool by providing additional functions and capabilities. He began working with several ordnance site managers, as well as the explosive safety inspectors, to determine which functions would be desirable as he explored redesign efforts. Stakeholder engagement revealed the desire to have a single tool to accurately show available space inside ordnance magazines, while combining other functionalities. He set out to create a one-stop-shop for all the functionality desired by the stakeholders.

McClure began crafting his Magazine Visibility (MAGVIS) tool by entering all of the ordnance asset information for 8,444 ordnance NSNs, with a goal of mapping the grids for every Navy ordnance magazine worldwide. The grid mapping for each magazine takes into account the shape and layout of each magazine to include limiting factors, such as required spacing from walls and ceilings, and obstruction locations, such as ductwork or piping that could limit specific grid spaces. He then developed detailed formulas to set up the spreadsheet to take into account all Naval Ordnance Safety and Security Activity (NOSSA) ordnance safety factors to include net explosive weight (both individual magazine and overall site limits), storage compatibility groups, item-specific stacking limits, and seismic zone limitations. He crafted the tool to automatically provide a visual notification for instances which violate one of the limiting factors or require a NOSSA waiver. MAGVIS is also set up to visually indicate empty grids and available stacking height remaining over occupied grids. MAGVIS can also provide notification of total net explosive weight and percentage allowable net explosive weight remaining available for use in each magazine.

The MAGVIS tool gives site managers a way to manage their magazines and provide immediate notifications of potential explosive safety issues to allow for correction in an expeditious manner to avoid potentially catastrophic explosive events. MAGVIS also offers the ability to upload site waivers with ease. This feature allows managers to better prepare for explosive safety inspections by providing easy access to a list of approved waivers required for inspector review. MAGVIS assists site managers in the efficient planning of inbound ordnance shipments and offloads. The tool can be used to plan the most efficient grid spaces to store the ordnance before it arrives.

At a higher level, MAGVIS allows fleet commanders, explosive safety inspectors, and other Navy management offices to view reported assets at all sites in their areas of responsibility, providing them with compatibility assessments, hazard class rating errors, and floor space / cubic volume utilization rates. As all of its operating information is pulled directly from Ordnance Information System – Retail, MAGVIS allows fleet commanders to note discrepancies between what is shown and what is known, which allows in-transit errors to be quickly corrected in the system, resulting in increased data quality and accuracy. MAGVIS provides explosive safety inspectors the ability to cross-reference what is seen in grids during location visits against what is reflected in the tool to help identify location discrepancies and in-transit errors.

All of the information available to fleet commanders is available to site managers providing a means to self-correct and address small errors at the lowest level before potentially becoming larger. MAGVIS provides a more collaborative and transparent method to manage ordnance explosive safety and support.



**Left:** CWO3 John Mazurik. –photo by Sgt. Casey Whitson

# Naval Ordnance Logistics Branch/Crisis Response Cell

**By CWO3 John Mazurik**
NAVAL ORDNANCE LOGISTICS COORDINATION BRANCH, MARINE LIAISON OFFICER, NAVSUP AMMUNITION LOGISTICS CENTER

The Crisis Response Cell (CRC) at NAVSUP Ammunition Logistics Center (NALC) was initially activated by the Office of the Chief of Naval Operations shortly after the 9/11 attacks to resolve ordnance logistics issues affecting Marine Corps and naval forces deployed in support of Operation Iraqi Freedom (OIF) and Operation Enduring Freedom (OEF). Upon activation and without hesitation, the CRC immersed itself in its role of providing enhanced ordnance logistics support to the fleet in times of crisis, increased international tension, and contingency operations.

Comprised of Sailors, Marines, and civilian ordnance and transportation specialists, the CRC is tasked with providing a single point of contact for Navy and Marine Corps data calls and queries, coordinating with NALC logistics management specialists to analyze and monitor the naval ordnance inventory, operational planning to include time phased force deployment data assistance and forward deployed requisition tracking, monitoring of high priority ordnance air and surface movements to ensure required delivery dates are met, and many other functions vital to the management of a naval ordnance inventory valued in excess $48 billion. Working closely with several outside agencies and service component commands to provide a link between the fleet and NALC for all operational ordnance logistics issues, the CRC has been instrumental in the timely global positioning of critical munitions in support of our warfighters at home and abroad.

In addition to their demanding ordnance logistics roles, CRC uniformed personnel also serve as Ammunition and Explosives (A&E) Inventory Management inspectors in support of the Navy and Marine Corps Explosives Safety Management Programs. Required biannually for all Navy, Marine Corps, and Coast Guard activities using Navy ammunition, the Explosives Safety Inspection encompasses all aspects of an installation's explosives safety program, assessing tenant command and overall installation adherence to explosives safety requirements. CRC personnel are responsible for ensuring A&E accountability, proper utilization of Ordnance Information System – Retail, and Notice of Ammunition Reclassification management. Throughout their detailed inspection, the Sailors and Marines of the CRC provide a thorough assessment, on-the-spot training, and follow-on corrective actions to ensure proper inventory management at the unit, stocking point, and depot levels.

Since the end of OIF and OEF, the CRC has shifted its focus from reacting to crises and hostilities to a more expansive operational ordnance logistics role, taking on much more responsibility and restructuring the directorate into the Naval Ordnance Logistics Coordination Branch (NOLCB). In addition to their already demanding workload, providing ordnance logistics support to the fleet and conducting regular explosives safety inspections, the NOLCB is tasked with attacking the overaged in-transit problem plaguing the entire naval ordnance inventory and resulting in the improper reporting and accountability of naval ammunition for ammunition. Their efforts throughout the last year have been pivotal in the mass reduction of overage in-transits, including the swift resolution of all Marine Corps in-transits over six months old, significantly contributing to an increase in overall stockpile health, and the accurate reporting and accounting of naval ammunition.

For the last two years, several NOLCB personnel have been a part of the Naval Aviation Weapons Stockpile Integrated Product Team, participating in weekly phone calls and conferences to address major ordnance inventory issues at our ashore ordnance sites outside of the continental United States (OCONUS), due to long-term storage of ammunition that has been degraded due to years of environmental impact and lack of regular inventory rotation. These issues occurred partly due to a historical lack of surface lift availability, driving transportation costs up with time sensitive airlift to facilitate naval ordnance requirements. Leveraging relationships with Military Sealift Command and the United States Transportation Command, the NOLCB created a comprehensive inventory rotation plan, accounting for the annual inventory rotation requirements of all OCONUS sites throughout the numbered fleets, and the procurement of $20 million of annual servicewide transportation funds in support of break bulk or containerized surface lift. If successful, this initiative will allow for proper utilization of the first-in, first-out concept, a reduction in servicewide transportation expenditures, along with significant increase to the health of the naval ordnance stockpile.

Since inception, the NOLCB/CRC has been instrumental in the Department of the Navy's ability to posture its forces in support of contingencies, combat operations, military operations other than war, and peacetime operations ashore and afloat. Whether providing the fleet with a uniformed point of contact to the logistics professionals within NALC, or devising unique, innovative, and enduring solutions to global ordnance inventory management issues, the NOLCB/CRC has proven vital to the success of NAVSUP and the naval ordnance enterprise.

# NAVSUP Ammunition Logistics Support Center Supporting the Maritime Force

**By Cmdr. Brent L. Summers,** NAVSUP AMMUNITION LOGISTICS CENTER INVENTORY ACCURACY OFFICER AND MARITIME SUPPORT
AND **Ralph "Mac" McKracherne,** NAVSUP AMMUNITION LOGISTICS CENTER MARITIME SUPPORT

The Naval Supply Systems Command (NAVSUP) manages a wide range of products and services to include technical authority for the Navy's Conventional Ordnance Inventory Management program. The NAVSUP Ammunition Logistics Center (NALC) is tasked by OPNAV via NAVSUP to conduct conventional ordnance inventory management and accountability assessments related to explosives safety where naval munitions are stored, in addition to ammunition management training and waterfront support. NALC has established a workforce of 15 highly dedicated civilians comprising the mobile fleet support team (MFST) for CONUS operations and logistics assistance officers (LAO) at both CONUS and OCONUS to accomplish global training, assessments, and unit level support. The LAOs' primary requirement is to support 5th, 6th, and 7th Fleet ordnance operations.

The MFST and LAO teams are subject matter experts that provide premier ordnance logistics knowledge based on years of experience and hard work. Their skillset ranges from understanding management of ordnance and other hazardous material associated with ordnance after a missile shoot to shipping restrictions as ammunition is transported through multiple countries via air, ground, or surface conveyance. CONUS locations are Norfolk, Jacksonville, San Diego, Bremerton, and Pearl Harbor. OCONUS locations include Naples, Italy; Rota, Spain; Manama, Bahrain; and Yokosuka, Japan.

NALC conducts approximately 75 afloat assessments, 171 training events, and fields about 6,200 requests for support, per fiscal year. Assessments cover four elements: ammunition requisitioning and reporting, ammunition retail management, notice of ammunition reclassification, and an inventory sample. Training sessions are for afloat, ashore, and civilian operators in the proper use of the Ordnance Information System-Retail (OIS-R), Ordnance Information System-Wholesale, ammunition sentencing, and automated information technology.

"I've attended countless courses over my 31 years of service and this was the best that I have seen. Please know that the training [OIS-R and ammunition sentencing] was very helpful to me and my team and will have a positive impact on my command's ability to continue to support the warfighters in this AOR," said Cmdr. Travis Scott, commanding officer, Naval Airborne Weapons Maintenance Unit One.

Fleet support includes face-to-face or distance support for unit OIS-R operators, providing proper inventory management techniques, ammunition sentencing for accurate reporting of condition codes, and ammunition information technology. LAOs assist all mission partners handling naval ordnance, including Military Sealift Command; Naval Special Warfare Groups; Maritime Patrol and Reconnaissance Aircraft Units; surface, amphibious, submarine, and United States Marine Corps forces.

As the Navy expands operations throughout Europe's high north and within the Pacific Fleet operating area, the MFST and LAO teams are on the ground and supporting our warfighters. Our goal is to ensure these new operations, like all operations, have the requisite knowledge and training to operate safely and effectively.


**Clockwise from far left:** Ordnance Information System-Retail students in the classroom at building Z-133 Naval Station Norfolk, Virginia. –photo by Mobile Fleet Support Team Instructor Aaron Hargis

Charles "Chuck" Rainey (in red shirt) NAVSUP Ammunition Logistics Center Europe/Africa, logistics assistance officer conducting a munitions storage capability assessment along with Aviation Ordnanceman Chief Petty Officer (AW/SW) Kyle Langerman, Camp Lemonier Djibouti explosive safety officer, at an undisclosed location. –photo by Jeffrey Wilson, EURAFCENT regional explosive safety officer

Mobile Fleet Support Team Representative Anthony Lawhorn meets with USS Wayne E. Meyer (DDG 108) Ordnance Officer Ens. Christina Gonzalez at Pearl Harbor, Hawaii. Photo followed one-on-one training during the Ordnance Information System-Retail (OIS-R) course to discuss how to properly manage their ordnance inventory and review their remaining OIS-R unmatched issue/receipt report. –photo by Simon Smith

# Navy Liaison Team and Joint Munitions Command

**By Danny Amaya**
NAVY LIAISON TO JOINT MUNITIONS COMMAND

In 1977, the U.S. Army was delegated the mission and responsibilities as the Department of Defense Single Manager for Conventional Ammunition (SMCA). Those responsibilities entail procuring and producing common service munitions, in addition to performing a wide range of logistics functions to include storage, transportation and handling, quality assurance, maintenance, and demilitarization for all the military services. Located onboard Rock Island Arsenal, Illinois, Joint Munitions Command (JMC) is responsible for executing those functions. JMC performs as SMCA through 16 wholesale production and storage facilities located throughout the continental United States. Each of the military services positions munitions and components at select sites to support manufacturing of munitions, as well as storage of training and contingency requirements. To affect how the fleet and Navy's strategic munitions requirements are supported and maintained by the SMCA, NAVSUP Ammunition Logistics Center (NALC), in conjunction with OPNAV N411, positioned a Navy Liaison (NVLNO) team within JMC.

Comprised of a lieutenant, a chief petty officer, and two civilian employees, the NVLNO team is the conduit among the NALC, Naval Sea Systems Command, Naval Air Systems Command, Naval Special Warfare Command, the fleet, and the SMCA, and is prepared to provide continuous ammunition support to the Navy, Marine Corps, and Coast Guard. The NVLNO team engages each of JMC's Munitions Logistics Readiness Center (MLRC) directorates and depots to ensure Navy acquisition strategies, logistics policies, and distribution management plans are supported. The NVLNO team processes Military Interdepartmental Procurement Requests (MIPR) to procure munitions that fall under the purview of the SMCA (i.e. 5.56mm ball, 2,000 lb bombs, C4) and is directly engaged in ensuring that 13 Navy accounts within the JMC network are managed within established business rules and DoD and service-centric policies.

# NALC DEMIL

**By Daryl Burlew**
NAVY DESIGNATED DISPOSITION AUTHORITY

The Department of Defense services focus heavily on new and emerging technologies; but who is responsible for aging and obsolete ordnance weapons and components? Answer: the Navy Ordnance Demilitarization Program Office located within the NAVSUP Ammunition Logistics Center (NALC).The ordnance DEMIL Program Office history dates back to 1999, when it was transferred out of the Chief of Naval Operations Ordnance Division to what was then known as the Naval Ordnance Center (NOC). Technically assigned to NOC, true DEMIL program management responsibility was delegated to Naval Surface Warfare Center Crane, located in Crane, Indiana.

After several years, NALC gained program authority of ordnance DEMIL and created a Navy DEMIL Technical Support Office (NDTSO), in China Lake California. This support office allowed for an engineer to serve as both an ordnance technical specialist and as an alternate designated disposition authority. Realizing a fracture existed in the full support of the program with physical location and the rising operating costs in China Lake, California, NALC relocated the NDTSO to Mechanicsburg, Pennsylvania in 2019.

Currently under one umbrella, the Navy ordnance DEMIL Program Office manages and provides oversight of the DEMIL and disposal of excess, obsolete, and unserviceable Navy conventional ammunition and waste military munitions. In coordination with fleets, Single Manager for Conventional Ammunition (SMCA), Defense Logistics Agency Disposition Services and logistics management specialists, the DEMIL team develops DEMIL plans; reviews all DEMIL and disposal plans developed by the acquisition managers as part of the integrated logistics support for new, converted or modified Navy munitions; assigns DEMIL codes; and oversees the process of foreign munitions in the custody of Navy activities.

The DEMIL team assists program offices and acquisition agents in the development of a five-year forecast of ammunition DEMIL and disposal requirements based on anticipated obsolescence and projected delivery of replacement Class V items. These forecast inputs are compiled by the DEMIL engineer and allow the DEMIL team to provide a DEMIL five-year forecast to SMCA and Joint Munitions Command annually for DEMIL planning and budgeting.

The budget requirements and planning from the forecast ensures DEMIL, recycling, declassification, and disposal of ammunition, explosives, and related hazardous wastes are accomplished per applicable federal (to include host nation), state, Department of Defense, and service explosive safety and environmental regulations, policies, and directives to maximize efficiency and resource conservation. These processes emphasize reduction of waste, recovery of usable parts, components, and precious metals to maximize reuse and recycling where possible.

*For more information please contact the DEMIL Program Office at 717-605-7125 or 2125.*



# Navy's Ordnance Information System

**By Frank Ponti,** PROGRAM ANALYST, KHAOS TEAM LEAD; **Jill Bolig,** SUPPLY SYSTEMS ANALYST; **Brandon Michael,** SUPPLY SYSTEMS ANALYST; **Krystal Abreu,** SUPPLY SYSTEMS ANALYST; AND **Tim Gray,** SUPPLY SYSTEMS ANALYST

Deep within the recesses of NAVSUP Ammunition Logistics Center (NALC), somewhere between the water cooler and garage, are a group of NALC personnel dedicated to providing Department of Defense (DoD), Chief of Naval Operations (OPNAV), NAVSUP, Program Offices, and the fleet ordnance analytics and support tools. Known officially as Code A121 Metrics/Data Mining/Reports/FIAR/Strat Team, but colloquially as the Kwik Heuristic Agile Ordnance Support (KHAOS), the team brings light and order from the darkness and jumble of ordnance data buried within the plethora of Oracle tables that comprise the Navy's Ordnance Information System (OIS).

Twenty years ago, the two-member team was born as OIS came online and users wanted more data and analysis tools created using Microsoft (MS) Office products. KHAOS has since grown to its current compliment of eight; providing even more products than originally envisioned.

KHAOS is made up of three groups: Data Mining/Tools, Financial Improvement and Audit Readiness (FIAR), and Stratification.

The Data Mining/Tools group uses MS Office products to create agile tools for ordnance users/logisticians. These tools supplement and compliment OIS and use Structured Query Language to finesse and associate OIS data into metrics and reports which allows users greater flexibility for data analysis. Additionally, some tools are created as temporary solutions until OIS can incorporate them permanently. Over the 20 years, the group has provided/created more than 100 tools and 700 pivot tables for the ordnance community, providing over 10.2 man years of cost avoidance, totaling an estimated $40 million in savings to date.

The FIAR group was created to provide NALC the support to datamine and analyze multiple Government Accountability Offices, DoD, Navy Inspector General, and FIAR audit requests for ordnance data from OIS. Every quarter, using a tool created by KHAOS, the FIAR group prepares the Chief Financial Officer Report for Naval Air Systems Command (NAVAIR) 24B, Naval Sea Systems Command (NAVSEA) 25B and Naval Special Warfare Command (SPECWARCOM) 1.2B ordnance inventory, along with multiple support reports for Budget Submitting Office analysis.

The coordination of ordnance stratification and cross-leveling functions also resides with the KHAOS team. The stratification coordinator assists NALC's Logistics Management Specialists, NAVAIR, NAVSEA, SPECWARCOM, and Missile Defense Agency with the process of applying assets by type and condition code against their requirements for the same item in a prescribed priority and time sequence. The stratification is conducted annually as of September 30. To ensure absolute accuracy, the stratification is performed three times. The review includes the latest requirements and asset values, ensuring the most complete retention levels of inventory. The results are then reviewed with any retention levels and excesses being provided for potential redistribution to the other services/Foreign Military Sales (FMS). Inventory excess not redistributed to other services/FMS is sent to disposal. Currently, the 7,655 ordnance NIINs are stratified, representing $48 billion in conventional ordnance inventory. On average, Navy is able to cross-level components valued at $1.5 million with other DoD services. For fiscal year 2021, cross-leveling was able to provide the Navy a cost avoidance of $33 million by using ordnance scheduled for demilitarization.

The stratification coordinator, using tools created by KHAOS, also provides support to OPNAV with data mining and analysis for the Joint Munitions Laydown Report and the Naval Munitions Requirements Process. In closing, KHAOS may have been the formless void of the abyss for the Greeks, but for the conventional ordnance community, it is nothing by light.

# Data Quality and Ordnance Intransit

**By Jacob Carmack**
DATA QUALITY SUPERVISOR, CODE 37, NAVSUP AMMUNITION LOGISTICS CENTER

The Data Quality (DQ) team (Code 37) at NAVSUP Ammunition Logistics Center (NALC) is responsible for the correction of out-of-balances, overaged intransits, quarterly Accountable Property Systems of Record (APSR) reconciliations with internal and external customers, oversight of transactional reporting, and Serial/Lot Identification Tracking errors in support of more than 1,600 reporting Navy, Marine Corps, and Coast Guard reporters worldwide.

The greatest challenge facing the DQ team in recent years has been resolution of overaged ammunition intransit data. Ammunition is unique among supply commodities in that it is tracked throughout its lifecycle, often being issued and receipted numerous times throughout its in-service life. Each time an ammunition item is re-issued, the DQ team monitors the APSR (Ordnance Information System – Wholesale) for a corresponding receipt. When receipts are not posted in a timely manner, it is the DQ team's responsibility to engage with the units involved and ensure the issue is resolved in a timely manner. Missing receipts have a direct effect on NALC's ability to load deploying ships and accurately report financially, but, more significantly, can be an indicator of lost or stolen ammunition.

At the beginning of fiscal year (FY) 2022, the Navy was reporting over 5,200 overaged intransits valued at $1.6 billion. As of September 1, the intransit team reduced the total number of overaged intransits by 49%, lowering the number to 2,500 documents valued at $670 million. This feat was accomplished due, in large part, to an aggressive three-part campaign of policy refinement, communication with delinquent units, and educating fleet leadership on roles and responsibilities within the ordnance enterprise.

The first step in improvement was addressing intransit policy. Language within the NAVSUP P-724, Conventional Ordnance Stockpile Management, was significantly refined, clarifying roles and responsibilities within the intransit program, while also defining exactly how they should be resolved. Second, three new informational products were developed to communicate the status of intransits to reporters and their leadership on a more regular basis, while making the data more accessible. This action is significant because, historically, real-time unclassified intransit data was only available via Ordnance Information System-Wholesale, which runs on the classified network. Unclassified intransit reports are now pushed daily to reporting units, greatly enhancing their access to the most current data. Third, the NALC officer in charge began to engage with senior fleet leadership, escalating the problem to those with the authority to direct resolution and ensure consistent attention to the intransit problem.

Intransits are a matter of doing business in the ordnance community. Assets will always move between reporters until they are ultimately consumed. Visibility of materiel intransit is a valuable financial control, and early warning that something nefarious could be afoot. It is imperative that ordnance professionals remain vigilant in their routine day-to-day business and ensure receipts are posted in a timely manner, allowing DQ personnel to focus their efforts on potential problem areas (e.g., lost or stolen ammunition). The groundwork laid by NALC over the course of the last FY has already greatly decreased the volume of ordnance in transit. Now, it is up to the ordnance community to continue to give their in transit program the attention it deserves. After all, it is a matter of public safety.



# Fleet Ordnance Support Team:

## Who Are They and What Do They Have To Do with Funding Ordnance Support Functions?

**By Lori Shiery**
PROGRAM ANALYST, NAVSUP AMMUNITION AND LOGISTICS COMMAND (RET.)

**Clear and concise requirements planning, justification, and oversight are necessary to ensure the fleet's Naval Munitions Commands (NMCs); NAVSUP Ammunition Logistics Center (NALC), Ordnance Information System-Wholesale (OIS-W); and the Naval Ordnance Safety and Security Activity (NOSSA) have the resources needed to carry out Fleet Ordnance Support (FOS) tasks needed to maintain the readiness of the fleet. Hundreds of civilian employees across the globe perform an array of critical support tasks and functions to guarantee ordnance safety and storage, and ordnance logistical and financial information development and maintenance.**

The NALC FOS team consists of five supply systems program analysts located in Mechanicsburg, Pennsylvania tasked by the Chief of Naval Operations (OPNAV) Resource Sponsor (N4L) to develop and track the U.S Fleet Forces Command and U.S. Pacific Fleet NMC's workload requirements for Ordnance Receipt, Segregation, Storage, and Issue (RSS&I). This is done using OIS-W Ordnance Handling Module (OHM). This predictive model uses historic and future data to project the amount of tons and the cost per ton the NMCs need throughout each year of the Fiscal Year Defense Plan. This data is then uploaded into the Fleet Ordnance Safety and Support Optimization Model (FOSSOM).

The FOSSOM is an accredited performance based model. It combines all of the tonnage requirements in addition to other FOS RSS&I, logistics, safety, and system requirements. It provides OPNAV with a complete list of tasks, priorities, and manpower. More importantly, it illustrates the impact to readiness if the tasks are not fully funded. Using the OHM, Standard Accounting, Budgeting and Reporting System, and Navy Enterprise Resource Planning, a comparison of workload and funds executed against the FOSSOM requirements provides a clear picture of how well the ordnance community is meeting their projections and where adjustments can be made to ensure the best use of diminishing resources without compromising the mission and fleet readiness.

The FOS team also develops and maintains the NALC's logistics labor and non-labor requirements in the FOSSOM. Detailed analysis and comparison of execution data to the requirements is interpreted and used to make strategic decisions on what is necessary to fully support the mission and ordnance stakeholders. The team assists NAVSUP and NALC senior leadership in communicating and presenting this information to the resource sponsor at midyear, end-of-year, and through Program Objective Memorandum briefs.

Over the years, the FOS team's support and OHM and FOSSOM outputs allowed OPNAV N4L the ability to justify and mitigate discretionary budget cuts. Ensuring proper funding across the ordnance enterprise resulted in the Fleet NMC's, NALC, NOSSA, and the OIS PM's capability to maintain and justify additional funding to provide the highest level of readiness support.

# Ordnance Utopia

**By Aaron Fillman,** LOAD PLAN MANAGER, JAMES VACCARO, LOAD PLAN ANALYST, AND **David Fernandez,** TEAM LEAD SUPPLY SOLUTIONS

What do you call Navy and Marine Corps ordnance found at the right place, right time, and in the right quantities to meet mission requirements? The fleet and ordnance stakeholders would call it heaven, but at NAVSUP Ammunition Logistics Center (NALC), it's simply called Global Requirements Based Load Plan (GRBLP)—a tool developed to support the proper positioning of worldwide conventional ordnance.

The GRBLP tool accounts for several categories of ammunition requirements, which include operational plans, homeland defense, non-combat expenditure allocation, allowance, maintenance, and other. These six requirements are rolled-up to the supplier level and based on the demand level of customers assigned. When customers load out, their assets still count against the requirements demand for the supplier, even when the customer is deployed. Utilizing the GRBLP tool, Type Commanders (TYCOMs) and NALC are able to determine, based on requirements and demand, if ammunition is required for resupply at the supplier level, as well suppliers being able to determine if customers are in need of re-supply.

Currently, the GRBLP enables Navy, Marine Corps (0T COG), Naval Special Warfare Command (SPECWAR), Coast Guard, and NALC the ability to manage over 5,000 Navy Ammunition Logistics Codes and 8,300 National Item Identification Numbers and 1,400 active customers. Due to continual updates and modification, the GRBLP tool within Ordnance Information Systems-Wholesale (OIS-W) a classified system, provides the most detailed picture of requirements based on supplier and customer demands, as well as the most up-to-date load plan changes.

In response to fleet feedback, NALC developed a load plan compliance tool, enabling GRBLP data to be downloaded from OIS-W and cross-domained to unclassified machines, thus providing a less detailed rollup of the six categories of ammunition requirements used in the GRBLP. Even with the reduced detail, it lessens the workload of fleet activities tasked with ensuring load plan compliance.

The GRBLP tool is also used to measure the compliance of the requirements for the Navy, Marine Corps (0T COG), SPECWAR, and the Coast Guard, and enables the NALC team to disseminate accurate classified and unclassified load plan products to the fleet based on daily, weekly, and monthly release schedules. As the GRBLP coordinator, NALC assists the fleets in maintaining compliance of their load plans as a constant day-to-day goal. To accomplish this, the interactive load plan tool outlines their "no requirement," "over-requirement," and "under requirement" assets.

Proper load plan compliance leads to inventory management excellence and enables total oversight of all on-hand and afloat assets. The tools assist the fleet in maximizing load plan effectiveness, increasing fiscal responsibility, and lowering transportation costs.

The development and deployment of the GRBLP and the load plan compliance tool have enhanced the relationships among NALC, the TYCOMs and fleet activities. This synchronization has reinvigorated the Navy, Marine Corps, and Coast Guard financial and operational effectiveness and efficiencies.

*For more information contact the NALC Load Plan team at 717-605-6961.*

# The Non-Combat Expenditure Allocation Process

**Brandon Scarsella,** NON-COMBAT EXPENDITURE ALLOCATION/ALLOWANCE/ ACTIVITY DATA RECORD MANAGER, **Blaine Hampton,** NCEA/ ALLOWANCE/ ADR ANALYST, AND **David Fernandez,** SUPPLY SOLUTIONS TEAM LEAD

The Non-Combat Expenditure Allocation (NCEA) program provides all fleet activities with their annual fiscal year (FY) allotted ammunition training and testing allocations. The Testing and Training Requirements (TTR) identify the munitions required to train the forces and support service test and evaluation programs to ensure weapons and platforms deliver to their intended effectiveness.

The NAVSUP Ammunition Logistics Center (NALC) NCEA team helps the Chief of Naval Operations (OPNAV), Ordnance Supply Chain Operations (N4L1) develop, manage, facilitate, and provide causative research to 14 major claimants. These major claimants span the Navy, Marine Corps, Coast Guard, and various testing and evaluation commands. Over the past six years, this dollar amount averages $2.7 billion.

Approximately 18 months before the beginning of every FY, NALC begins development of the NCEA by supplying a strawman to all of the major claimants. This strawman is complete with the previous six years of NCEA and the corresponding six years of expenditures. The major claimants provide NALC with their TTRs. This information is consolidated by the NCEA Program Manager (PM) and is sent to NAVSUP logistics management specialists (LMS). The LMSs provide the recommendation of physically available inventory of those items to the total requirement and submit the information back to the NAVSUP NCEA PM. The NAVSUP NCEA PM packages the original TTR with the LMSs' recommendations to form the proposed NCEA. This is sent to the OPNAV N9 resource sponsors (RS) to disseminate to their resource officers (RO). The RSs supply their recommendations back to the NAVSUP NCEA PM. Once all OPNAV N9 RSs review and return the proposed NCEA, the NAVSUP NCEA team sends it to the major claimants' NCEA managers for their reclamas. After the reclamas are received by the NAVSUP NCEA PM, the proposed NCEA goes back out one final time to the OPNAV N9 RSs for their recommendation of the reclamas.

In March, NALC hosts the annual NCEA working group on behalf of OPNAV N4L1. The purpose of the working group is to get all of the OPNAV RSs/ROs together with the major claimants, OPNAV N4L1, and NAVSUP to discuss any issues, concerns and readiness impacts prior to the NCEA being finalized and sent to OPNAV N4L1 for approval and signature.

Throughout the fiscal year, NALC manages and facilitates roughly 250 augment requests and 25 transfer requests. The augment requests are from major claimants requesting an increase or decrement of their NCEA, while transfer requests are the major claimants transferring their NCEA to one another. The process for augment requests requires recommendations from the LMS and approval and/or denial (with justification) from the OPNAV N9 RS.

The NCEA team is an integral part of ensuring the fleet receives the allocations needed in support of fleet training and readiness requirements.

# Industrial Support

**By Jeremy Hilliker**
SUPERVISORY PROGRAM ANALYST, NAVSUP AMMUNITION LOGISTICS CENTER

As part of NAVSUP Ammunition Logistics Center's (NALC) complete logistics support for fleet ordnance, the NALC A11 Industrial Support (IS) team provides procurement support to multiple Naval Sea Systems Command (NAVSEA) and Naval Air Systems Command (NAVAIR) ordnance programs for end items, spares, and foreign military sales procurement requirements. The NALC IS team averages 45 procurement actions each year with an average combined value of $113 million. While every member of the IS team is assigned to support a specific ordnance program, Team Lead Philip Lindley works to ensure each team member is cross-trained to be able to step in and ensure continuity in the event of an extended or unplanned absence. Lindley also steps in to train, assist, and temporarily fill in for any team member, as needed.

Robert Kovach provides procurement support for the NAVSEA lightweight torpedo program (PMS 404), coordinating with the program manager, the In-Service Engineering Agent (ISEA) (NUWC Keyport) to ensure all spares and repair parts are procured in the most advantageous manner to the Navy.

Scott Lambert provides similar procurement support for the NAVSEA heavyweight torpedo program (also PMS 404), working with the program manager, the ISEA (NUWC Newport) to ensure that the Mk-48 CBASS heavyweight torpedo program has all spares and repair parts to maintain an optimal level of readiness.

Richard Rzomp works with the Underwater Weapons Program Office (PMS 404) of Program Executive Office SUB to procure underwater mines and ensure that the Navy meets the required air-, surface-, and submarine-launched mines inventories so they are ready for use.

John Knecht works with the NAVAIR Advanced Tactical Aircraft Protection Systems Program Office (PMA 272) to procure air expendable countermeasures (AECM) for the Navy, Marine Corps, and Air Force aircraft, as the Navy is the single manager for conventional ammunition for AECMs. In this role, Knecht works to ensure that required inventory levels of chaff, flares, and other countermeasures are maintained across services.

Each IS team member receives a procurement action sheet (PAS), which is drafted by the ISEA and includes a technical data package listing the drawings and specifications to which the item must conform. The IS team member receives the PAS and creates a procurement request (PR) containing all previous procurement information, optimal type of contract vehicle, required procurement quantities, and other pertinent information, then sends the PR package to NAVSUP Weapon Systems Support contracting for solicitation and contract award. The IS team coordinates efforts of the procurement teams, including requesting funding, tracking all contractual deadlines to ensure they are met, distributing vendor questions to the team member best suited to answering it, and addressing issues as they arise.

The IS team is one part of the acquisition team responsible for the procurement, logistics, engineering and management of each supported program's ammunition requirements, ensuring all are met and keeping the fleet ready for sea.

# Ordnance Foreign Military Sales Optimization

**By Jeremy Hilliker,** SUPERVISORY PROGRAM ANALYST AND **Ron Tiedeman,** FOREIGN MILITARY SALES ANALYST, NAVSUP AMMUNITION LOGISTICS CENTER

**The Foreign Military Sales (FMS) section of the NAVSUP Ammunition Logistics Center (NALC) in Mechanicsburg, Pennsylvania, coordinates the selling of excess Navy ordnance to global allies, optimizing the Navy ordnance stockpile while also strengthening relations with international partners. NALC's FMS Analyst Ron Tiedeman leads and coordinates the ordnance FMS reviews for the Navy and works to ensure all scenarios are considered before an FMS case is approved. An FMS case is generated when a State Department-approved country requests assets from the Navy inventory through the Defense Security Assistance Management Program. These cases are routed, by Tiedeman, through logistics management specialists for each asset type requested, the program office(s), and finally through OPNAV N4L1, who makes the final adjudication.**

The four types of FMS case adjudications are sale via new procurement, sale from current stock, replacement-in-kind, and determination of "no sale."

For new procurement sales, the requesting country has an order placed in queue with United States Navy procurements and the order ships directly to the requesting country without ever being receipted into U.S. Navy stock records.

Sales from current stock are when the assets are pulled directly from U.S. Navy inventory, but the money received from the receiving country all goes to the U.S. Treasury.

Replacement-in-kind sales come directly from current U.S. Navy stock, but the fee paid by the receiving country goes directly back to the managing program office(s) for the requested assets.

When none of those options are available, a recommendation of "no sale" is made. Over the past five years, Tiedeman has coordinated the review of almost 500 FMS cases with a total value of nearly $1 billion.

Having a high demand of FMS cases annually has warranted NALC to discover creative processes in an effort to streamline business operations. Tiedeman has worked with NALC leadership and logistics management personnel to use lean methodologies to eliminate portions of the internal process which were not required and did not provide any value to reduce the amount of rework and errors in data and process time. Rework and errors were further reduced through the use of a database application, created in-house by NALC A12 database managers and systems analysts, to provide the exact information needed by OPNAV N4L1, while automatically populating most fields and providing transparency and auditability. Further process time reduction was achieved by migrating from a segmented linear process to a collaborative process, allowing all stakeholders to discuss and make decisions in real-time.

The combined effect of all of these changes is Tiedeman and the entire ordnance FMS case review team have been able to process over 95% of all FMS cases in less than 10 days. The FMS team is excited to make customer satisfaction a priority, while being agile and flexible in an innovative environment, improving the mission of providing supplies, services, and quality-of-life support to Navy and Joint warfighters.



# NAVSUP Ammunition Logistics Center and Financial Improvement and Audit Readiness

**By Lt. Cmdr. Lisa Hardman,** AUDIT PROGRAM MANAGER/ASC A1 DEPUTY, **Morgan Bacon,** FINANCIAL IMPROVEMENT AND AUDIT READINESS (FIAR) ANALYST; AND **Bianca Trinidad,** FIAR ANALYST

## What do most people think of when they consider the word audit?

An audit can conjure up feelings of anxiety and fear because someone might check your work, or you may have to do extra work on behalf of an auditor. The Department of Defense (DoD) has initiated several efforts over the years to address its identified financial management weaknesses. The objective of these efforts is not to invoke fear, but to achieve clean financial statements. U.S. taxpayers deserve to have confidence in the DoD's ability to be good fiscal stewards and properly account for taxpayer dollars. It is for this reason senior leaders, managers, and the workforce must understand their role in achieving audit readiness as it pertains to ordnance. The intent and outcome of audit is to improve assurance that financial systems and reporting is reliable.

The ordnance community was provided with a fantastic opportunity to Get Real, Get Better based on feedback from the DoD Inspector General Oversight of the U.S. Navy General Fund Financial Statement Audit for fiscal year (FY)2020 (Report No. DODIG-2020-101). Inconsistencies regarding the classification and handling of ordnance information for the Navy and the Marine Corps noted during FYs 2016-2020 financial statement audits of the Navy General Fund by the DoD Office of Inspector General (OIG). An opportunity for improvement presented itself.

Chief of Naval Operations Fleet Readiness and Logistics (OPNAV N4) is the senior accountable official for the Ordnance Corrective Action Plans (CAP), with OPNAV N4L1 as the primary action officer and NAVSUP Ammunition Logistics Center (NALC) providing direct support. As such, NALC has held a major role in improvements across the Navy in support of Financial Improvement and Audit Readiness (FIAR) methodology for our ordnance stakeholders.

NALC is accomplishing this through the incorporation of audit-related updates to the Conventional Ordnance Stockpile Management Policies and Procedures (NAVSUP P-724), providing ordnance stakeholders approved procedures and policies, which improve management of ordnance assets. In addition, NALC ordnance subject matter experts provide in-depth support to the audit process by addressing notice of findings and implementing concrete, measurable, and attainable CAPs. These documented policy changes and process implementations

have contributed significantly to the efforts started in 2016 to assess, remediate, and resolve internal control deficiencies noted during testing.

The execution of these CAPs has led to noted improvement over FY21 afloat testing. Some of these noted improvements include:

- Development of sample key supporting document packages;
- Increased commanding officer and chain of command involvement;
- Audit coach review of documents prior to submission to the audit team; and
- Weekly status meetings with Ernst and Young to discuss potential audit exceptions.

NALC continues to stand at the ready to support reporting entities in identifying and implementing a combination of control activities and supporting documentation to demonstrate that the financial reporting objectives relevant to the commodities being reported under Operating Materials and Supplies (OM&S) Ordnance. These commodities include small and large caliber ammunition, bombs, conventional missiles, torpedoes, component parts for end-items, and equipment for specific uses associated with these items.

Ongoing efforts have resulted in audit support becoming a primary NALC business function by maximizing effectiveness of military and civilian billets. As audit efforts evolve, key stakeholders have begun to understand the benefits of producing auditable financial statements and the significant impact proper reporting has on the DoD's acquisition system.

OM&S Ordnance is tracking significant efforts for FY24 by working to sustain a control environment, while continuing to monitor transaction timeliness, condition code use, in-transits, and accurate/supportable financial transaction history. For Army-held ordnance, the NALC team will continue Logistics Modernization Program (LMP) to Ordnance Information System-Wholesale (OIS-W) reconciliations and push the continued testing/monitoring of balances reported from LMP to OIS-W to ensure Army reporting is accurate. Contractor-managed ordnance remains a priority, along with intentions to provide training to contractors and ensuring contractor access to OIS-W.

Once reporting entities have achieved audit readiness for their units and establish full financial statements, they are required to maintain an audit readiness state. Successful execution of the Navy and Marine Corps missions depends on a properly equipped and supplied force that directly ties to audit. Achieving accurate and reliable accountable systems of record through audit is a critical step toward achieving successful financial statement audits.

Again, audits should not be something to fear, but should be embraced for the opportunity to produce corrective actions to improve our ordnance enterprise.

# Cataloging, Sentencing, Safety Management Team

**By Travis Birks**
CATALOGING, SENTENCING, SAFETY MANAGEMENT TEAM LEAD

NAVSUP Ammunition Logistics Center (NALC) Cataloging, Sentencing and Safety Management (CSS) Team has played a critical role in providing support to customers ranging from program offices during initial phases of acquisition to the end user delivering ordnance on target.

The team formed in 2015, combining three separate teams (Cataloging/Ammunition Sentencing/Safety Management) to improve synergy and align interrelated processes. The cataloging and technical data management team is the origination point for 8,300 plus active Ammunition and Explosives (A&E) National Item Identification Numbers (NIINs) with inventory valued in excess of $48 billion for Navy A&E, $2.5 billion for Coast Guard A&E, and $5.8 billion for Marine Corps ground A&E. The team provides A&E cataloging services for Navy, Marine Corps (Aviation/Ground), SPECWAR, and Coast Guard.

The cataloging team coordinates with 22 individual program offices on the submission of all catalog requests for the establishment of new A&E NIINs. Each request includes between 50-60 technical data elements, such as explosive weights/types, security classification, special packaging instructions/drawings and top-level drawings. Catalog requests include All Up Round missiles, bombs, rockets, torpedoes, mines and other complete round A&E, as well as associated components. Catalogers screen technical data elements to ensure catalog packages are complete before proceeding with establishment of a NIIN, the initial process required before coordination of a technical review. Prior to completion of the cataloging process, each A&E NIIN requires a technical agent review. Catalogers coordinate the review with seven individual technical agents, determining specific hazardous classification, susceptibility to Hazard of Electromagnetic Radiation to Ordnance, Electrostatic Discharge, Explosive Ordnance Disposal criteria, Demilitarization, and Packaging Handling Storage Transportation compliance. After all technical agents have completed review and documented required technical data, the cataloger will activate the NIIN for fleet use within the Ordnance Information System (OIS) and the Federal Logistics Information System (FLIS). The data recorded during cataloging is used in the publishing of multiple documents internal and external to naval services.

In addition to the establishment of new NIINs, the team is responsible for updating all changes to technical data to include completion of an annual price update to support chief financial officer reporting. Upon determination to divest a weapons system, catalogers are responsible for deletion of the NIIN within OIS and removal of the Navy as a user within FLIS. Additionally, cataloging coordinates with ammunition sentencing/safety management team members and supported activities internal and external to NAVSUP to ensure removal of NIIN-related data from technical/reference documents, allowance list, and safety management documents. While all other military services rely on the Defense Logistics Agency to perform cataloging, NALC is the only activity within the Navy and only military service that performs its own cataloging within FLIS. On average, the team annually completes the cataloging of NIINs that represent a price value of over $9 million, with an inventory value of over $2.5 billion. The ability to introduce new weapons and maintain technical data is fully dependent upon the efforts of the A&E cataloging team within NALC.

Upon establishment/activation of a NIIN within the naval inventory, Ammunition Sentencing functions become critical to life cycle sustainment and life cycle management of the resulting inventory.

Ammunition sentencing is the classification of A&E as to its condition and status relative to serviceability and identification of actions required to return an item to serviceability. The documentation of condition and status occurs through the application of Condition Codes (C/C) and Defect Codes (D/C). The capability to document this information electronically through OIS is essential to global visibility of A&E readiness, as reflected in operational readiness. The ammunition sentencing team is responsible for the Navy and Marine Corps Conventional Ammunition Sentencing Program, which supports standard procedures and criteria for the application of C/C and D/C.

A key component of the program is management of NAVSUP P-805. The Navy and Marine Corps Conventional Ammunition Sentencing, Receipt, Segregation, Storage, Issue and Fleet Sentencing publication. Inspection criteria is coordinated with each of the individual 22 program offices for the multiple weapon systems assigned. Maintenance of inspection criteria includes changes throughout weapon life cycle.

The sentencing program manager chairs a Configuration Control Board (CCB) that reviews and approves changes to the P-805. The eleven member CCB includes representation from Chief of Naval Operations staff, Headquarters Marine Corps, System Commands, U.S. Fleet Forces Command, and Naval Ordnance Safety and Security Activity, ensuring criteria is considered from the various points of view, originator to user. The publication applies all activities involved in the issue, receipt, storage and employment of A&E to include Naval A&E held at Army Ammunition Depots. In addition to specific inspection criteria, the P-805 includes life limit management data. While most commodities consider shelf life and service-life alone, A&E has additional unique life limit parameters, such as aircraft captive carry hours, catapult launches and recoveries and torpedo in water runs. Recently, OPNAV directed P-805 to be the authoritative source for A&E life limit data. The consolidation and maintenance of the data is performed by the sentencing team and captured as an element of the cataloging process. Each life limit parameter or inspection element documented ultimately leads to the assignment of a C/C and D/C providing a global readiness picture.

To consolidate the vast amount of information required in sentencing A&E, the Computer Aided Ammunition Sentencing Tool (CAAST) was developed, which is a significant process improvement. CAAST, maintained by the sentencing team, includes all information required to perform a complete inspection and condition/status determination. Consolidated within the tool, elements of the sentencing process derived from multiple source, automated information from cataloging technical data to packaging and palletization drawings from multiple sources. All information is displayed through entry of a NIIN or Naval Ammunition Logistics Code.

Another program managed by the sentencing team for A&E is Supply Discrepancy Reporting (SDR). The Navy SDR manager is part of the CSS team and oversees A&E SDR program for all Naval activities. The SDR Program manager is the focal point for all Navy and Marine Corps Class V A&E Supply discrepancies, which include Ammunition Condition Reports (ACR) and SDRs. The program manager assists item managers and program offices to provide disposition instructions for SDRs and ACRs.

Furthermore, the sentencing team manages the development of Ammunition Sentencing training and is the Course Curriculum Model Manager for the sentencing course within Corporate enterprise Training Resource System. In addition to providing the standard course required as a prerequisite to filling a sentencing position, the team also offers train the trainer program track. The availability of sentencing training has grown significantly over the past 15 years. The course has gone from single source availability with an annual student throughput of 80-100 students, to multiple source availability. Availability includes 25 unit organic instructors, 12 NAVSUP Mobile Fleet Support Team Instructors, and three CSS team in house instructors. The team has supported the establishment of two external schoolhouse ammunition sentencing courses, Marine Corps Ground Ammo School and Joint Forces Training Support Branch and a third is in work. Student throughput currently averages in excess of, 1500 students annually. Current and accurate sentencing criteria, as well as the robust training program supported by the sentencing team, are essential to the accurate representation of true condition and supports maintenance planning assets positioning. Efforts of the sentencing team are key to maintaining the $48 billion Navy inventory in the best state of readiness possible.

The final element of the CSS team is Safety Management. Various processes occurring under safety management umbrella directly influence life cycle logistics and are essential to inventory management. However, given the nature of the commodities managed, the team's primary focus is associated with A&E safety. The functions of the safety management team can be broken down into three primary areas: initial identification/assessments of possible safety or operational issues, notification of required/directed actions or information, compliance assessment/enforcement.

Initial notifications and assessments are normally a result of one of 22 program offices notifying the safety management team of an issue. The safety management team routinely assists in the drafting of notifications to ensure all intended details are fully addressed. Notifications occur in one of the following formats: Notice of Ammunition Reclassification (NAR), Ammunition Information Notice (AIN) and Over Head Fire (OHF). The safety management team is responsible for the formatting, issuing and distribution of each of the identified notifications. The NAR includes direction for reclassification, specifically a C/C change and normally an associated D/C amplifying the reason for the C/C change. The C/C change may suspend stocks pending investigation or analysis (C/C J). Normally this is due to an incident that resulted in or is likely to result in injury/death or damage to material/equipment. Other reasons for issuing NARs include inventory management purposes, such as restricting assets to combat use only (C/C N) due to suspect performance/reliability/constrained inventories or to identify deficiency requiring maintenance or repair (C/C E or F). Of the sixteen C/Cs used with A&E, fourteen apply to issuance of a NAR. The application of an AIN occurs when a C/C change is not required or is condition-based. AINs frequently address procedural instructions pending incorporation in governing documents or extension to life limits for specific serial numbers or LOT numbers. OHFs identify NIINs cleared or uncleared to fire over friendly forces. Each of the notifications is essential to the safety of individual exposed to A&E operations. Additionally, they provide a tool used for asset management. The safety management team issues on average between 1,500 and 1,600 NAR/AIN/OHF transactions annually conducting research an analysis on each occasion.

The job does not stop upon issuance of a NAR/AIN/OHF. The safety management has the responsibility of an additional critical element; application compliance. The team compares all directed reclassification actions against reclassification actions taken by the holding activity for over 900 commands on a bi-monthly basis. The safety management team monitors directed condition code changes, identifies and researches possible compliance issues and directly works with the activities until resolved. Efforts have resulted in an average compliance rate of over 97%, with no repeat discrepancies over the past year.

**Above, back row: left to right:**
LSSCS Juan Ramos, CSSCM Rick Watts, Lt. j.g. Jason Yee, Lt. j.g. Sherwood Peters, Ens. Justin Henning, Lt. j.g. Jonathan Savage, CSSCM Ted Paro, LSSCS Joel DiMarzo

**Front row: left to right:**
Lt. Cmdr. Charles Jamison, Lt. Katherine Black, Lt. j.g. Claire Ray, Lt. Alejandra Palacio, Lt. Trey Duncan, Ens. Mark Delahoz, Lt. j.g. Robert Timken
–photo by Lt. Nick Ormsby

# Submarine Supply Officers Train for Excellence

**By Lt. Katherine Black**
SITE DIRECTOR, CODE 503, NAVSUP FLC NORFOLK

The submarine supply officer is expected to manage the duties and responsibilities of a supply subject matter expert, department head, and underway watch stander in a one-of-one, independent-duty operational command. Additionally, they must earn the Submarine Supply Officer Warfare qualification, which consists of intense knowledge requirements, studying, and rigorous boards that require extensive preparation. The expectations are high for junior supply officers who volunteer for submarine duty.

This results in a challenge unique to the submarine force, and attracts highly motivated and talented candidates. These candidates are carefully screened by the Navy Supply Corps School (NSCS) and submarine Type Commander (TYCOM) before they are selected to serve as "chop" onboard a submarine. This selection process, however, is only the beginning of their journey. An additional six months of training is required before they report to their command and begin their tour as a department head. After this long training pipeline, there is more to be done to prepare these junior supply officers for the intense challenges of being a chop.

The training pipeline for a chop consists of the Supply Officer Department Head Course (SODHC) and Submarine Officer Basic Course (SOBC). The curriculum in SODHC is designed around multiple platforms to accommodate the training needs of supply officers starting their initial department head tour. SOBC curriculum is designed to give submarine officers and chops the basic knowledge and skills to perform as a contact manager onboard a submarine. They will then report to their Immediate Superior in Command (ISIC) for homeport orientation before reporting to their submarine. This training pipeline has received significant attention by submarine TYCOMs in recent years to address areas of concern identified during supply management Inspections. As with many problems experienced in the Navy, the root cause typically involves lack of training, not following existing guidance, and poor leadership. Khaki leadership, starting with the department head, ultimately shoulders all three of these categories. A junior chop must be prepared to lead as a department head, despite their inexperience, and perform at the same level expected of their O-3 peers who are often on their second operational department head tour.

Imagine day one on your submarine with BQC six months behind you. SODHC is five months behind you, and you just spent three months immersed in sonar, rules of the road, and target motion analysis. There is so much pressure to perform on top of the inevitable attrition of your supply knowledge, and you also have an intense desire to be a good chop, a good leader and a good watch stander. It's a lot to ask of an ensign, and the bottom line is they need a training program specifically designed for them to give them the best possible start.

Drinking from a fire hose is a common analogy used to describe immersion in a new environment with a steep learning curve. On a submarine, this learning curve can take a long time to overcome because of the sheer volume of conflicting priorities confronting a new chop. Preparation and training is key to shortening this timeline and helping a junior department head get their feet underneath them quickly, ensuring they understand the wealth of resources at their disposal to make their time more manageable. Addressing this requires involvement of the TYCOM, ISIC, NSCS, and Navy Personnel Command to achieve meaningful change in the pipeline. The first major step occurs at NSCS, where Chief Warrant Officer Cameron Kelsey and Lt. Cmdr. Danny Nin worked to structure the historically off-the-cuff mentoring sessions from instructors who previously served on submarines. In June 2021, a curriculum was built and Chop University was born.

Chop University allows for lessons and discussions on submarine-related issues to prepare prospective chops for SODHC and SOBC. Chop University takes place while students who are reporting to surface ships receive similar training called "Relieving Afloat." NSCS instructors who were prior submariners and other submarine personnel teach the course. Students learn the basics of submarine life, work environment, culture, and what it is like working alongside submariners. It also includes a field trip to Naval Submarine Base New London, which is highlighted by a tour of a submarine and a mentorship opportunity with the local ISIC. This course serves as an introduction to the submarine community.

The next major step to improve the training for prospective chops is to establish a dedicated training program that refreshes their supply knowledge, and takes a submarine-specific deep dive into critical topics surrounding current areas of concern in the fleet. With the unwavering support of the Submarine Supply Detailer Chief Warrant Officer Benny Brockington, a five-day intermediate stop (I-Stop) is now included in the permanent change of station orders for all supply officers going to submarines. This I-Stop is scheduled immediately following the completion of SOBC and before reporting to the submarine. Each day is packed with lessons focused on chop duties and responsibilities, stores division management, food service division management, and mentorship sessions with a post-command submarine commanding officer and COMSUBFOR N41, Capt. Cameron W. Rogers. The training is joint-led instruction given by COMSUBLANT/COMSUBPAC officers, civilian subject-matter experts, force logistics specialists, and force culinary specialists.

The Submarine Supply Officer Training Course goes in-depth on areas that are uniquely challenging in the submarine force. Each chop receives a personalized training jacket that contains resources, lessons learned, and points of contact that are specific to their homeport and submarine. They are introduced to management tools, relations with the wardroom and Chiefs Mess, the qualification process, and prioritizing tasks with a small team and competing priorities.

They receive a detailed briefing from the COMSUBFOR N4 Type-Desk officer on the material problems of the submarine force to include vital statistics about the number of casualty reports and cannibalizations experienced by the fleet and the chop's role in that process. Coordinated shipboard allowance list maintenance and configuration management are explained in great detail by multiple subject matter experts. By the end of the week, chops are armed with resources, relevant knowledge, and an accurate perspective of submarine challenges and way of life.

"It was like a submarine-specific capstone and I wish it was longer," said Ens. Jay Attys, supply officer, USS Pasadena (SSN 752). "I was able to come in with some questions ready. Any advantage you have is worthwhile when taking on this Herculean task that is being a chop."

Accountability and integrity are the bedrock of mission excellence that we uphold in the Supply Corps. Preparing the next generation means teaching them the fundamentals of training, procedural compliance, and critical self-assessment required to succeed in core mission areas.

With the unwavering commitment of the Navy Supply Corps School and TYCOM representatives, future submarine supply officers will be more prepared than ever to meet the challenge, meet the mission, and do it right.

Crew members of USS Ronald Reagan (CVN 76) and HMAS Stalwart (A304) work together to complete a replenishment at sea. –photo by Logistics Specialist Third Class Shekhar Sahdev

# Building Capacity Through Partnership

**By Lt. j.g. Lauren Steck**
DISBURSING OFFICER,
USS RONALD REAGAN

On a misty Sunday morning, USS Ronald Reagan (CVN 76) prepared to come alongside a replenishment ship for its eighth Replenishment At Sea (RAS) of their 2022 patrol. What set this RAS apart from all the others? This RAS was with HMAS Stalwart (A304), a Royal Australian navy supply vessel. In addition to their Aussie crew, four Reagan Sailors (LSCS Bernam Tapang, LS3 Shekhar Sahdev, BMCS Patrick Drumm and BMSN Alolisa Iosua) embarked to train their crew on the ins-and-outs of the U.S. Navy's bread and butter, Connected and Vertical Replenishments (CONREP and VERTREP).

Despite heavy seas, Reagan's team expertly fired their shot lines and rigged the king posts. Shortly after, a dummy load, comically painted to resemble a pig, was successfully transferred between the two vessels. Op-test sat, CONREP commenced.

RAS #8 served as a proof of concept for both navies. While the crew of the Stalwart has conducted plenty of refueling at sea evolutions, they had little experience with pallet transfers while at sea. RAS #8 was a test to ensure that in any contingency, every supply ship, regardless of country of origin, would be able to perform at maximum capability.

On the supply readiness side of the house, the RAS also allowed both navies to exercise the process of parts transfer between ships using the Acquisition and Cross-Servicing Agreement. Reagan successfully transferred and accounted for parts sent to effect repairs aboard Stalwart.

Overall, the RAS between the Nimitz-Class CVN and A304-Class replenishment ship was a solid performance for a first of its kind. At the start of the CONREP event, it took the crew six minutes to rig the pallet, send it, and have the pad eye return for the next load. By the final pallet, the time had been cut down to 2.5 minutes. The evolution took a little less than two hours and concluded with the two ships breaking away to the song "Have a Drink on Me" by the Australian rock band AC/DC.

The guidance and leadership of Reagan's logistics specialists and boatswain's mates during this evolution were critical. The intricacies of rigging a sliding pad eye or hooking cargo to a hovering helicopter are not exactly intuitive. No one is expected to be a top-notch hook man without a little guidance. RASs always come with an inherent risk to safety. Without familiarity with the process and a keen eye for detail, it is easy for the evolution to go wrong.

LS3 Sahdev was tasked with teaching his Australian counterparts how to hook netted pallets to the helicopter. He recalled that, at first, the Australian sailors were understandably nervous, not expecting how the helicopter's propeller wash could throw them off balance. As the RAS continued, they quickly got the hang of it.

For their part, "the crew of the HMAS Stalwart were a pleasure to work with. The members were excellent listeners who approached the evolution with open enthusiasm," stated Logistics Specialist 3rd Class Shekhar.

Faced with the challenge of taking on this vital skill set, the Stalwart crew was "up for anything" and, by all accounts, quick to pick up on the process.

This RAS was a terrific step toward strengthening operations between allies and advancing our overall capacity as an allied naval fighting force. As the waters of 7th Fleet continue to be the stage for rising regional tension, it is critical that we continue to push the limits of what we can do together as an allied collective. ✹

*...continued on page 30*

**Above:** Senior Chief Logistics Specialist Bernam Tapang (left) assists a Royal Australian navy sailor attach a pallet of supplies to an MH-60S Sea Hawk attached to the Golden Falcons of Helicopter Sea Combat Squadron (HSC) 12 aboard the Royal Australian navy supply ship HMAS Stalwart (A304). –photo by Mass Communication Specialist Seaman Evan Mueller

**Below:** The combined vertical replenishment, fueling-at-sea, and connected replenishment marks the first time this class of Royal Australian Navy supply ship has resupplied a U.S. Navy aircraft carrier while operating at sea. –photo by Mass Communication Specialist 3rd Class Dallas Snider

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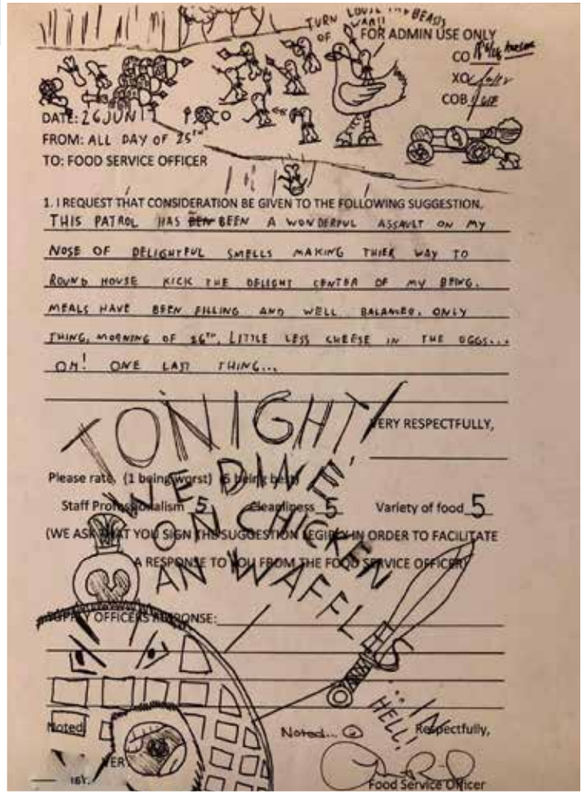
**Left:** Logistics Specialist 3rd Class Shekhar Sahdev, left, assists a Royal Australian navy sailor attach a pallet of supplies to an MH-60S Sea Hawk, HSC-12 Golden Falcons. –photo by Mass Communication Specialist Seaman Evan Mueller

**Right:** 1A MH-60S Sea Hawk, attached to the Golden Falcons of Helicopter Sea Combat Squadron (HSC) 12 conducts vertical replenishment between USS Ronald Reagan (CVN 76) and the Royal Australian navy supply ship HMAS Stalwart (A304). –photo by Mass Communication Specialist 3rd Class Gray Gibson


**Left:** USS Ronald Reagan (CVN 76) conducts a replenishment-at-sea with the Royal Australian navy supply ship HMAS Stalwart (A304) in the Philippine Sea. –photo by Mass Communication Specialist 3rd Class Dallas Snider






## Cmdr. Leanne Riley, Supply Corps Officer Communication Manager, Bureau of Naval Personnel

As "Chop" onboard a submarine, one of your duties and responsibilities includes being the ship's food service officer (FSO). It was well known onboard my boat the disdain my culinary specialists had for preparing the crew's favorite meal – chicken and waffles. The meal was messy, labor intensive to cook, and definitely not on the 28-day cycle menu. In a last-ditch attempt to appeal to my softer side and convince me to approve a one-time special meal, a creative Sailor submitted the pictured FSO comment card. I couldn't help but smile and appreciate the time and effort. Chicken and waffles appeared on the menu shortly after. ✹

**Ship: USS Louisiana (SSBN 743) (Gold)**
**Years: Dec 2012 – June 2015**

## Eric Ferraro, Retired Supply Corps (1978-1998)

I always felt supply officers in the services side of shipboard (think laundry, food service) never get to have a "win" making retention harder. A good or great day was when nothing went wrong. We all have stories of meals gone bad or running out of something, but few great memories of a wonderful meal or service side "win." On the parts/logistics side of shipboard supply, we frequently get a win! Two for me on USS Simon Bolivar (SSBN 641) was when we got the needed part for the ice cream machine before getting underway, and, more importantly, going around the supply system to get a priority 1 oxygen generator part by contracting directly to the manufacturer (submarine supply officers could do that in 1980).On USS Dwight D. Eisenhower (CVN 69), I recall being able to get a needed chemical for our fresh water tanks that the engineering department thought supply kept in stock, and our records indicated engineering kept in their spaces...after leaving for Venezuela from Norfolk, we were able to have the needed material flown out as we sailed by NSC Jacksonville! A less fortunate event was in Naples, Italy, when we ordered 144 (what we thought were case lots) of spray cleaner which had a completely different unit of issue, resulting in 144 pallets of spray cleaner showing up on a barge while we anchored...eventually going right back into the supply system with only a few pallets getting loaded aboard!!! ✹

# Retirements

RDML KRISTEN B. FABRY
31 years - October 1, 2022

CAPT ANDREW R. DARNELL
28 years – October 1, 2022

CAPT JACQUELINE M. MEYER
43 years – October 1, 2022

CAPT GEORGE W. CLARK III
28 years – October 1, 2022

CAPT PAUL W. DEMEYER
35 years – October3 1, 2022

CAPT RYAN D. LOOKABILL
24 years – October 1, 2022

CAPT RICHARD K. MCCARTHY
30 years – October 1, 2022

CAPT SHANE P. STROHL
29 years – October 1, 2022

CAPT SCOTT Y. YAMAMOTO
30 years – October 1, 2022

CDR KRISTINA J. BICKING
20 years – October 1, 2022

CDR MICHAEL H. MALONE
21 years – October 1, 2022

CDR BENJAMIN I. MAY
20 years – October 1, 2022

CDR BRIAN P. MADDEN
20 years – October 1, 2022

CDR CHRISTOPHER M. SWANSON
22 years – October 1, 2022

CDR MICHAEL D. WINN
28 years – October 1, 2022

CDR GLENN T. DIETRICK
29 years – October 1, 2022

CDR JOHN C. DONNELLY
20 years – October 1, 2022

CDR JAMES A. PROSSER
20 years – October 1, 2022

CDR BRANDOLYN N. ROBERTS
20 years – October 1, 2022

CDR CHISTOPHER F.ROESNER
20 years – October 1, 2022

CDR RICARDO A. COLLAZOS
20 years – October 1, 2022

CDR FREDERICK H. SKINNER
20 years – October 1, 2022

CDR DERWIN B. PROBY
20 years – October 1, 2022

LCDR DERRICK L. PASLEY
20 years – October 1, 2022

LCDR MICHAEL M. AGOJO
25 years – October 1, 2022

LCDR CANDICE D. LASTIE
20 years – October 1, 2022

LCDR CHARLES W. GUIRE
20 years – October 1, 2022

LT MICHAEL Y.GRIMES
22 years – October 1, 2022



# Basic Qualification Course Graduation

**By Jessica Wharton**
PUBLIC AFFAIRS,
NAVY SUPPLY CORPS SCHOOL

On Sept. 9, Navy Supply Corps School's Commanding Officer Capt. Jason Warner had the privilege of certifying 3rd Battalion (Echo and Foxtrot) 'Ready for Sea' upon their graduation from the Basic Qualification Course (BQC). Rear Adm. Mike Lyden, SC, USN, (Ret.) was the guest speaker for 3rd Battalion's graduation. Lyden imparted wisdom earned over his 33-year naval career onto the BQC students, along with some humorous anecdotes. 3rd Battalion was a special group of students and we will miss seeing their faces around the schoolhouse, but we look forward to seeing all of the good they will do in the fleet. BZ Shipmates!

**Right, top: Capt. Jason Warner, Navy Supply Corps School Commanding Officer (left), Rear Adm. Mike Lyden, SC, USN (Ret.) *(right)* and Matthew Buchanan, National Industries for the Blind present the Graduate Sword to Honor Graduate, Ens. Natalie Finman.**

**Right, bottom: Capt. Jason Warner, Navy Supply Corps School Commanding Officer and Rear Adm. Mike Lyden, SC, USN, (Ret.) stand at attention for the presentation of colors during 3rd Battalion's Graduation Ceremony in Newport, Rhode Island. –photos by Jessica Wharton**

# Officer Like Quality Boards

**By Jessica Wharton**

PUBLIC AFFAIRS,
NAVY SUPPLY CORPS SCHOOL

4th Battalion students line the halls of Navy Supply Corps School (NSCS) looking cool, calm, and collected as they eagerly await their Officer Like Quality (OLQ) boards with NSCS staff. OLQ boards are high pressure discussions where the students are given problematic scenarios, and they're evaluated based on their level of knowledge, task prioritization, rationale, and confidence in decision making. These boards help staff evaluate future supply officers on a deeper-than-academic level to ensure they're detailed appropriately.

Lt. Cmdr. Vince Linley, academic director, Lt. j.g.Anthony Cami, Basic Qualifications Course (BQC) instructor, hold Officer Like Quality boards with BQC student Ens. Natalia Peretz at the Navy Supply Corps School.

4th Battalion Students awaiting Officer Like Quality assessments at the Navy Supply Corps School in Newport, Rhode Island. –photos by Jessica Wharton



# Captain on Deck!

**By Jessica Wharton**

PUBLIC AFFAIRS,
NAVY SUPPLY CORPS SCHOOL

The Navy Supply Corps School (NSCS) had the honor of hosting Cmdr. Monica Tate's promotion ceremony to captain on Sept. 2. Staff, students, family and friends gathered at NSCS as Capt. Glen Leverette (Ret.) gave the invocation and Capt. Melissia Williams presided over the ceremony. It was a day befitting 22 years of dedicated service to the United States Navy and the Supply Corps community, filled with pride, love, laughter, and a few tears of joy.

"It is an honor to stand here today promoted to captain in the United States Navy. Major accomplishments are not achieved single handedly. I've been blessed with a network of family, friends, and mentors; and I am eternally grateful to all of them for the guidance, love, and support shown to me (and my daughters) over the course of my career," stated Tate.

Tate is a native of Chicago, Illinois, and received her commission through Officer Candidate School, Pensacola, Florida in May 2001. She earned her Bachelor of Science degree in management information systems from Norfolk State University. She earned her Master of Business Administration from The College of William and Mary in May 2013; and her Master of National Strategy and Resourcing from National Defense University, Eisenhower School in June 2018. Tate is currently the Executive Officer at the Navy Supply Corps School located in Newport, Rhode Island. Her next assignment will be as commanding officer at Defense Contract Management Agency Manassas, Virginia.

**Left:** Capt. Monica Tate provides remarks to staff, students, family and friends at her promotion ceremony held at the Navy Supply Corps School on September 2, 2022.

**Above:** Navy Supply Corps School (NSCS) Captain Jason Warner and NSCS Staff pose for a photo with newly promoted Captain Monica Tate, NSCS executive officer on September 2, 2022 in Newport, Rhode Island.

**Above:** Cmdr. Monica R. Tate is promoted to the rank of captain by Capt. Melissia Williams in a ceremony held at the Navy Supply Corps School in Newport, Rhode Island on September 2, 2022. –photos by Jessica Wharton


U.S. Navy Supply Corps (SC) officers who are members of the U.S. Navy SC Foundation's Iberian Peninsula Chapter. –U.S. Navy courtesy photo

# Navy Supply Corps Foundation–Iberian Peninsula Reactivation

**By Lt. j.g. William Clark, SC, USN**

The U.S. Navy Supply Corps Foundation is pleased to announce the reactivation of the Iberian Peninsula Chapter. This area encompasses Spain and Portugal.

"With the increased growth and diversity of Supply Corps officers at Naval Station Rota, as well as the relaxation of COVID rules, it was determined that now was the time to re-establish the foundation," said Chapter President Cmdr. Bert Phillips, NAVSUP FLC Sigonella Site Rota director. "As someone who has held positions in both the Hawaii Chapter and the overall foundation, and as the senior supply officer in Spain, I felt it was my duty to get this organization back up and running. I could think of no better way than to have the newly appointed N4 for the region, Rear Adm. Patrick Hayden, provide some remarks and kick off our new beginning. We will look to the growth of our chapter and our involvement with our host nation."

The Navy Supply Corps Foundation's mission is to provide programs and services to support the Navy Supply Corps community and promote its heritage and traditions. By doing so, the foundation aims at bringing more value to members' lives every day.

"The re-establishment of the foundation is just another step in the growth of our junior supply officers and furthering their understanding of the foundation's heritage and traditions that make us who we are and what we stand for," Phillips said.

Inactive since 2015, the Iberian Peninsula Chapter joins the 36 other chapters around the globe supporting and celebrating the supply community by promoting camaraderie, professional and social networking, and supporting members in need—for more than 50 years. Foundation leaders and members include any past and present U.S. Navy Supply Corps officers who have donned the Oak leaf insignia — veterans, active duty, and Reserve.

*Learn more about the Navy Supply Corps Foundation here: https://www.usnscf.com/Foundation/pages/About_Us/History*





# Becoming an Ironman in a High Tempo AOR–Veteran & Active Duty Suicide Prevention Awareness

By: Lt. j.g. William Clark, SC, USN


Before I arrived to my new duty station at NAVSUP Fleet Logistics Center (FLC) Sigonella–Site Rota, Spain, I took leave back home to spend time with friends and family before heading out overseas. While on leave, my classmate from the Naval Academy and one of my best friends, Capt. Carlos Gallardo, randomly called me. We spoke for about two hours and caught up on everything we were doing in our personal and military lives. Carlos cross-commissioned from the Academy into the Air Force. His main goal and aspiration was to be an Air Force Special Forces Pararescue (PJ) Specialist.

To be able to obtain this goal, Carlos was always physically in shape and pushed himself constantly. At the academy, we would always hold each other accountable; and, he would make me go harder and longer than I thought I was capable of doing. Carlos was one of the hardest workers I knew and was a mentor and inspiration for me to push myself in training. When we spoke, he mentioned he had minor setbacks he was dealing with in his pipeline to become a PJ. He was never going to quit, though, and he still made sure to keep training hard to get to his goal. He kept accountability on me, and asked what I was training for and what goals I had. I had none at the time, I just made sure to train hard and stay in shape. Carlos then told me that I should do the ultimate endurance race, an ironman triathlon. We briefly spoke about this in the past and, at some point, we both were going to train together and do one. Carlos kept mentioning that this sort of race would, for sure, test me both mentally and physically. He said I had no excuse to not go out and do one. After considering it, I gave in and told him that he was right and I would do it for him. He ended the call by saying to reach out if I ever need anything and he cared and loved me.

About two months after I arrived in Spain, on May 16, 2022, I received a phone call that Carlos had died by suicide. I do not know what demons he was battling, but I wish I could have reached out and spoken to him one last time. He was such a caring and loving person. At that point, I decided I was going to do an ironman for him and for all military members struggling out there. I went online and registered for the next available and closest race, which was Barcelona on Oct. 2. This would give me a little over four months to train and prepare myself. I was determined not to quit and complete this race.

For those who do not know, an ironman triathlon consists of a 2.4-mile swim, 112-mile bike ride, and a 26.2-mile (marathon) run. Those events are completed in that order, one after the other. I had not ridden a bike longer than an hour before starting this training. I had a decent road bike and just went with what I had at the time. Everything is mental and anything is possible. This was for Carlos.

My job title at NAVSUP FLC Sigonella–Site Rota is logistics support officer for fleet support. The main mission of this job is in the title–"support the fleet." We ensure all ships, units, and personnel in the Area of Responsibility are supported, whether it be providing support in cargo, food, fuel, postal, etc. Fleet Support enables the warfighter to

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perform their mission to the fullest capability. With that being said, and current world events, the op-tempo in the U.S. 6th Fleet has been more than demanding. This consisted of constant logistics support and last-minute evolutions (e.g., working million dollar food orders and parts for the Truman and Bush Carrier Strike Groups; getting parts shipped and transported to ships late at night, early mornings, and on weekends; emergent port visit support; and even having to go to TAD across Europe to make sure whatever ship is supported wherever they are pulling in.) Whatever requirements arose, the fleet support team, alongside other entities on Naval Station Rota, made it happen.

Needless to say, balancing this job while training for an ironman made things even more of a challenge. My days usually began at 0430 and, most of the time, they included going to swim for an hour during lunch, depending on the day. Each training session was about three to four hours a day, varying on what was scheduled. On the weekends, training would last four to six hours, mainly focusing on on-the-bike time. I stayed disciplined and focused the entire time during those months. As much as I wanted to go out and have fun with friends on Friday and Saturday nights, I knew what my morning would be like. I wanted to be prepared and ready for this ironman. I was doing this for Carlos. Along with early mornings and hard training days came a lot of unnecessary stress and irritability. I did not want the training I was going through to affect my job supporting the fleet. I was drained after most days; but, at the end of all of this, I knew I would come out stronger both mentally and physically. Anything is possible and I was never going to quit on this goal Carlos had for me.

Oct. 2 came and I flew out to Barcelona for the ironman. The entire time I was racing, I had Carlos in the back of my mind. I finished the Ironman in 11 hours and 53 minutes. It added up to 140.6 miles (226 km) of work done. Every person has a why when they have a goal. My why was Carlos and all active and veteran service members out there struggling. Whoever reads this, just know you matter and you are loved. Reach out and find help because it is there. You are here for a reason. Carlos, this was for you. YOU ARE AN IRONMAN!

# NAVSUP Fleet Logistics Center Sigonella Leaders: 'Fuels Management is Everyone's Responsibility'

**By Joe Yanik**
OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER
SIGONELLA

Naval Station (NAVSTA) Rota and NAVSUP Fleet Logistics Center (FLC) Sigonella hosted Rear Adm. Patrick S. Hayden, director, logistics, fleet supply and ordnance, U.S. Naval Forces Europe-Africa, for a tour of the installation's Defense Fuel Support Point (DFSP), the U.S. Navy's largest fuels management facility in Europe, Sept. 20, 2022.

During the tour, Hayden joined several NAVSUP and NAVSTA Rota leaders in visiting several locations significant to fuels operations at NAVSTA Rota: the DFSP's fuels testing lab, bulk tank facility, the pier, and the pipeline mainline where the installation issues and receives millions of gallons of fuel per month to power ships and aircraft.

Lt. William Coffey, NAVSUP FLC Sigonella Site Rota fuels division officer, led the group of leaders and briefed them on the scale and scope of NAVSTA Rota's fuels operations.

"During the DFSP tour, I tried to convey in particular the diversity of my team's fuels management capabilities, as well as several opportunities for growth to better support the warfighter in the event of a conflict," Coffey said.

Coffey added that another objective during the tour was to show how NAVSUP FLC Sigonella works diligently with its NAVSTA Rota mission partners to mitigate risks associated with the handling of such large quantities of fuel.

"Close collaboration with our NAVSTA Rota mission partners is critical to safely and effectively conducting fuels operations," Coffey said. "This was important to emphasize because fuels operations at NAVSTA Rota are everyone's responsibility."

Another stop along the DFSP tour was the location of an upcoming Defense Logistics Agency military construction (MILCON) project aimed to modernize most of NAVSTA Rota's aging fuels tanks.

"The MILCON construction site was a key stop of the tour because it is the largest project of its kind to date in terms of dollar value and scope," said Lt. Lincoln Barber, NAVSUP FLC Sigonella's regional fuels director. "The MILCON will provide a complete rebuild and modernization of NAVSTA Rota's biggest bulk fuel storage tanks and ensure that the installation continues to provide a strategic advantage to the U.S. Navy and our allies, and operate safely for decades to come."

In addition to the MILCON project, NAVSUP FLC Sigonella and its mission partners overhauled and modernized two of the installation fuel storage tanks in July 2022 in an effort to increase fuels management capabilities at NAVSTA Rota. *(Read the full story here: https://dvidshub.net/r/2347pm)*





**Right:** NAVSUP Fleet Logistics Center Sigonella leaders guide Rear Adm. Patrick Hayden (first from right), director, logistics, fleet supply and ordnance, U.S. Naval Forces Europe-Africa, during the tour. –photo by Mass Communication Specialist 2nd Class John Owen

Naval Supply Systems Command Fleet Logistics Center Sigonella leaders guide Rear Adm. Patrick S. Hayden (fourth from right), director, logistics, fleet supply and ordnance, U.S. Naval Forces Europe-Africa, during the tour. –photo by Mass Communication Specialist 2nd Class John Owen

The Lewis B. Puller-class expeditionary sea base USS Hershel "Woody" Williams (ESB4) sails in the Gulf of Aden, July 26, 2022. –photo by Staff Sgt. Dylan Murakami

# Forward Deployed Regional Maintenance Center, NAVSUP and Partners Expand Maintenance Provider Base in Africa

**By Joe Yanik**
OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SIGONELLA
*(U.S. Naval Forces Europe-Africa Public Affairs contributed to this story)*

**Lewis B. Puller-class expeditionary sea base USS Hershel "Woody" Williams (ESB 4) and Forward Deployed Regional Maintenance Center (FDRMC) ship repair experts hosted a ship check event attended by commercial maintenance providers during a recent port visit to Walvis Bay, Namibia.**

Ship checks provide opportunities to meet regional maintenance providers in person and allow representatives to visit the ship ahead of potentially bidding on a maintenance contract. During the first-ever ship check for Hershel "Woody" Williams in Namibia, FDRMC representatives led the attendees around the vessel to identify areas and equipment in need of maintenance ahead of an upcoming voyage repair availability.

Following the ship check event, NAVSUP Fleet Logistics Center (FLC) Sigonella contracting officers, FDRMC ship repair experts, and U.S. Transportation Command's Military Sealift Command (MSC) hosted a virtual industry engagement. This event educated maintenance provider representatives about the U.S. Government contract solicitation process, contracting regulations, and how to submit competitive solicitations to the government to perform the ship's needed maintenance.

"The U.S. Navy cannot operate effectively and execute its mission overseas without the labor and expertise of commercial ship repair vendors," said Capt. Paul Haslam, NAVSUP FLC Sigonella chief of contracts. "Ship checks and virtual industry engagement events like those we conducted aboard HWW serve to strengthen relations with key partners like Namibia and, in general, help pave the way for future maintenance and logistics capability overseas. These events also broaden mutual understanding and improve cooperation between NAVSUP and our mission partners."

Having the maintenance provider tour the ship at the same time as the ship check exposed them to needed work aboard Hershel "Woody" Williams. Like the virtual industry engagement, they too had the opportunity to learn about the U.S. Government contract solicitation process, contracting regulations and how to submit competitive solicitations to the government to perform any of the ship's needed maintenance.

"Building relationships with regional maintenance providers is critical to ensure U.S. Navy ships receive quality and on-time maintenance during future availabilities," said Marie Hahn, NAVSUP FLC Sigonella Ship Repair Division director. "We haven't done work in Namibia yet, so it was expected that commercial vendors in attendance benefited from the virtual industry engagement."

Hershel "Woody" Williams is the first U.S. Navy vessel to be assigned to the U.S. Africa Command area of responsibility, which promotes maritime security through a persistent presence in African waters in close cooperation with African partners.

As one of the U.S. Navy's expeditionary sea bases, Hershel "Woody" Williams provides critical access infrastructure that facilitates the deployment of forces and supplies to support a multitude of missions ranging from humanitarian and medical relief to joint anti-piracy operations.

The U.S. and Namibia share a rich bilateral security relationship that dates back to Namibian Independence. Together, the two countries work to ensure security, safety, and freedom of navigation in the Atlantic. Both the U.S. and Namibia recognize that the future security of these waters is critical for Africa's prosperity and continued access to global markets.

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, Mission Partners Sustain USS Kearsarge Amphibious Ready Group for Baltic Sea Exercises

**By Joe Yanik**
OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

**USS Kearsarge (LHD 3) Amphibious Ready Group (ARG) and embarked 22nd Marine Expeditionary Unit (MEU) have been operating in the Baltic Sea to strengthen interoperability with key NATO allies and partners since May 2022.**

In August 2022, the ARG-MEU, consisting of Kearsarge, USS Arlington (LPD 24), and USS Gunston Hall (LSD 44), trained alongside the Finnish and Swedish navies to foster a shared goal of preserving security and stability in the Baltic region.

To assist the ARG-MEU's approximately 4,000 Sailors and Marines in preparing for the interoperability training events, NAVSUP Fleet Logistics Center (FLC) Sigonella and its mission partners coordinated the shipment and delivery of mail, provisions, medical supplies, and mission-related cargo during the ships' scheduled port visits to Finland, Estonia, Sweden, Latvia, and Lithuania.

In anticipation of the ships' arrivals, NAVSUP FLC Sigonella deployed logistics support representatives and a transportation officer to engage directly with the ships' supply departments and their logistics mission partners. NAVSUP FLC Sigonella Transportation Officer Damien Anderson deployed to Helsinki, Finland, for the Kearsarge ARG port visit in early August.

"By being present at the port, I was in a better position to assist the Kearsarge's supply officer with direct actions to meet tight deadlines," said Anderson. "This was especially the case for any military air and commercial shipments that entered the country and needed to be directed to the ship location, and ship parts that needed to be offloaded for repair."

Additionally, the ARG-MEU conducted bilateral exchanges with members of the Finnish Armed Forces Aug. 9-18 in the Northern Baltic Sea and in the region of Hanko. During the exchange, both navies participated in exercise events throughout the maritime domain. At sea, units participated in amphibious well deck operations, mine-countermeasure demonstrations, ship maneuvering drills, and several quick-response medical exercises. They also shared techniques and procedures, and improved communication and coordination.

"This exercise enabled the Kearsarge ARG-MEU to train and operate alongside our Finnish partners," said Capt. Aaron Kelley, commander of the Kearsarge ARG and embarked Amphibious Squadron SIX. "Finland's expertise is critical to further developing our understanding of the operational environment. Working together improves coordination across our combined maritime force and provides increased readiness and responsiveness, while also demonstrating ally and partner resolve and commitment to security in the Baltic region."

After completing the exercises with the Finnish navy, Arlington and Gunston Hall conducted a scheduled port visit in Riga, Latvia, Aug. 20. They later joined the rest of the ARG-MEU to participate in a maneuvering exercise with the Swedish navy Aug. 30.

"We are well aware of the strategic value the Kearsarge ARG has while operating in the Baltic Sea and how its presence has underscored the ability of

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U.S. Naval Forces Europe-Africa to provide flexible and dynamic capabilities where and when needed," said Capt. Douglas S. MacKenzie, NAVSUP FLC Sigonella commanding officer. "We are proud to have played a key role in sustaining the ARG's readiness posture with our products and services so they can complete their mission."

Crewmembers had the opportunity to further explore port visit locations and gain a deeper historical and cultural appreciation of the nations in the region, while fostering interpersonal relationships.

"My job was to ensure trucks of provisions, cargo, mail, medical supplies, and ships' stores merchandise were clear of customs before Arlington arrived in Stockholm," said Lt. Tianhao Shi, NAVSUP FLC Sigonella logistics support officer. "Completing the onload on the first day enabled the ships' crewmembers to maximize their much-deserved rest and liberty."

To successfully support the Kearsarge ARG's port visits, NAVSUP FLC Sigonella personnel coordinated their efforts with logistics mission partners including ARG-MEU supply teams, U.S. 6th Fleet contracting office representatives, Task Force 63, the Navy Exchange Service Command, host nation embassy defense attaché officers, and husbanding service providers.

Prior to the ARG-MEU's training with their Baltic Sea allies and partners, the ships underwent logistics and maintenance periods (LMPs), including mid-deployment voyage repairs (MDVRs). LMPs and MDVRs involve performing repairs so that ships remain fully mission capable throughout their deployment. Read the full story about NAVSUP's support to the Kearsarge ARG during the ships' July maintenance periods - https://dvidshub.net/r/zm4la5

"Our ability to support the ARG's logistics and maintenance periods in July and the ships' port visits in August demonstrate our commitment to facilitating end-to-end sustainment for U.S. ships across Europe's High North region as the ARG-MEU crewmembers accomplish their mission of strengthening relationships with Baltic allies and partners while ensuring maritime security throughout the region," MacKenzie said.

Kearsarge ARG is under the command and control of Task Force 61/2. Embarked commands with the ARG include Amphibious Squadron SIX, 22nd MEU, Fleet Surgical Team 2, Fleet Surgical Team 4, Tactical Air Control Squadron 22, Helicopter Sea Combat Squadron 22, Helicopter Sea Combat Squadron 28, Assault Craft Unit 2, Assault Craft Unit 4, Naval Beach Group 2, and Beach Master Unit 2. The Kearsarge ARG and larger amphibious task forces provide military commanders a wide range of flexible capabilities, including maritime security operations, expeditionary power projection, strike operations, forward naval presence, crisis response, sea control, deterrence, cyber operations, security cooperation and counter-proliferation, and humanitarian assistance and disaster relief. ✹


Vic Gonzalez, NAVSUP Fleet Logistics Center Sigonella regional postal officer, prepares cargo pallets at Palanga Airport, Lithuania. –U.S. Navy courtesy photo





# NAVSUP, Mission Partners Support Combat Logistics Force Vessel's First Port Visit in Scotland

**By Joe Yanik**

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SIGONELLA

At its cooperative security location (CSL) at Defense Munitions (DM) Crombie, Scotland, United Kingdom, NAVSUP Fleet Logistics Center (FLC) Sigonella is expanding its capabilities to support U.S. naval and Allied ships, submarines, aircraft and expeditionary forces deploying into, and operating across, the High North, Baltics, and Arctic Circle.

In mid-August 2022, some of the command's logisticians coordinated the loading, shipping and delivery of provisions, cargo and mail to Lewis and Clark-class USNS William McLean (T-AKE 12), one of Military Sealift Command's Combat Logistics Force (CLF) vessels.

CLF vessels are the supply line to U.S. Navy surface combatant ships, with their multi-purpose capability to provide food, mail, fuel, spare parts, ammunition, and potable water, allowing fleet units to remain at sea for prolonged periods of time.

"This was the first emergent port visit conducted by a U.S. CLF-class vessel in Crombie," said Lt. Adam Thomas, NAVSUP FLC Sigonella Site Crombie officer in charge. "Successfully supporting William McLean required us to flex our working relationships with our mission partners, Command Task Force 63 and DM Crombie Port Operations teams, with less than 48 hours of notice."

Some of these mission-critical materials loaded onto the William McLean were transported to ships assigned to the Kearsarge Amphibious Ready Group (ARG). The ARG is operating in the Baltic Sea to strengthen interoperability with key NATO allies and partners.

"Our ability to support ships like USNS William McLean at our CSL site in Scotland is another concrete example of NAVSUP's expanding capabilities delivering holistic operational readiness to the fleet where and when our deployed warfighters need it," said Capt. Douglas S. MacKenzie, NAVSUP FLC Sigonella commanding officer. "Thanks to the tireless efforts of NAVSUP and our growing network of USNAVEUR mission partners, such as the U.S. Transportation Command's Military Sealift Command and CTF 63 teams, Site Crombie is fast becoming a logistics center of gravity from which we can better facilitate end-to-end sustainment across Europe's High North region."

The Kearsarge ARG and larger amphibious task forces provide military commanders a wide range of flexible capabilities including maritime security operations, expeditionary power projection, strike operations, forward naval presence, crisis response, sea control, deterrence, cyber operations, security cooperation and counter-proliferation, and humanitarian assistance and disaster relief.

Headquartered at Naples, Italy, Command Task Force 63 is composed of oilers, provision ships, and repair ships. Its mission is the delivery of supplies at sea, and effecting repairs to other ships and equipment of the fleet.

Site Crombie is NAVSUP FLC Sigonella's cooperative security location strategically positioned to support NAVEUR-NAVAF, U.S. 6th and 2nd Fleets and Joint warfighters who routinely conduct operations with their High North allies and partners. From this trans-shipment hub, NAVSUP FLC Sigonella Site Crombie's logisticians and their mission partners enable the expansion of maritime sustainment through its key products and services such as customs clearance, sustainment, fuel delivery, husbanding services, port visit coordination, warehousing, transportation, inter- & intra-theater cargo and mail distribution. ✹


# NAVSUP FLC San Diego prepares National Science Foundation vessel for Antarctic Mission

**By Tristan Pavlik,**
OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

For the second year, NAVSUP Fleet Logistics Center (FLC) San Diego completed its support of the National Science Foundation (NSF)-managed U.S. Antarctic Program. From Naval Base Ventura County, the NAVSUP FLC San Diego packaging department provided logistics and packing support for two Military Sealift Command (MSC)-chartered container ships, the Motor Vessel Ocean Giant and Motor Vessel Gladiator. This marked the beginning of the annual resupply mission, Operation Deep Freeze, to McMurdo Station, Antarctica.

"Our years of experience packaging, along with our wood working processes for extreme weather conditions, helped make us the ideal facility to prepare the NSF materials for their transportation to Antarctica," explained Roberto Medina, Naval Base Ventura County, site director, NAVSUP FLC San Diego.

NAVSUP FLC San Diego employees generally work the entire calendar year supporting this project; however, preparation for the winter missions begins in July. The team at NBVC spent the last six months executing the preparation of materials. A major focus for this voyage included materials for a Vehicle Equipment and Operations Center, lodging materials, and scientific research equipment.

Using the onsite woodshop, the wood working team assembled and constructed crates and wooden and fiberglass boxes of all dimensions, while adhering to packaging requirements. In total, they created and prepared 44 crates, 77 pallets and 180 flat racks. Each of these is specially designed for either commercial air, commercial surface, or break bulk vessel transportation.

The packing team handled the preservation, packaging, packing, marking, and labeling of materials, along with ensuring proper certification for hazardous shipments. In total, the team prepared more than 108,874 individual pieces for transportation. The Port of Hueneme Harbor District was responsible for loading the equipment onto the vessel.

To prepare for the on-load, an additional eight seasonal contractors consisting of 'Packers, Blockers and Bracers' were hired to support the increased workload.

"As our organization has close proximity to the Port of Hueneme, one of California's 10 deep water ports," explained Lt. Sheena Hernandez, operations officer, NAVSUP FLC San Diego, "the NSF has leveraged the port along with our logistical services to prepare the vessels for their mission."

The Department of Defense has provided support to the NSF since its creation in the 1950s. However, from 2010 to 2021, the Defense Logistics Agency was responsible for preparing the cargo. December 2022, marks the second voyage NAVSUP FLC San Diego has participated in, since the function was transferred back to the Navy.

Each onload of the vessels took 10 days, and will provide a majority of the supplies needed to sustain a year of operations at McMurdo Station, Antarctica.

According to Military Sealift Command Pacific, Operation Deep Freeze (ODF) is a joint service, on-going Defense Support to Civilian Authorities activity in support of the NSF, lead agency for the United States Antarctic Program. Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army, and Coast Guard, as well as Department of Defense civilians and attached non-DOD civilians. ODF operates from two primary locations situated at Christchurch, New Zealand and McMurdo Station, Antarctica. 2022 marked the 67th anniversary of the establishment of McMurdo station and its resupply mission, which began in 1955. An MSC-chartered cargo ship and tanker have made the challenging voyage to Antarctica every year since the station and its resupply mission were established in 1955.







Duqm, Oman NAVSUP Fleet Logistics Center Bahrain Detachment Oman supported USNS Choctaw County (T-EPF 2) during scheduled maintenance.
The vessel underwent maintenance while in port at the dry dock in Duqm, Oman.
–photo by Lt. Cmdr. Andrew Krantz

# NAVSUP FLC Bahrain Detachment Oman Enables Maintenance Availability in Duqm

**By Lt. Cmdr. Andrew Krantz, Supply Corps Officer**
NAVSUP FLEET LOGISTICS CENTER BAHRAIN

NAVSUP Fleet Logistics Center (FLC) Bahrain provides boots-on-the-ground mission critical contracting and logistics support throughout the U.S. 5th Fleet Area of Responsibility. Based at U.S. Embassy Muscat, NAVSUP FLC Bahrain Detachment Oman is led by Lt. Cmdr. Andrew Krantz, who supports the operational readiness of our mission partners. The detachment provides full-spectrum logistics support to all U.S. naval activity within the Sultanate of Oman. This includes working closely with the Omani Ministry of Defense to ensure compliance with all regulations and policies related to customs, border crossings, and port operations.

October proved to be an especially productive month that featured 72 ship days in the Port of Duqm, with additional activity in the southern port in Salalah. USS Lewis B Puller (ESB 3), USS Nitze (DDG 94), and USNS Choctaw County (T-EPF 2) underwent maintenance, as this type of activity has been expanding to non-traditional locations. For this magnitude of maintenance to be conducted, echelons of coordination and approvals are conducted that including contract awards, customs approval, and cargo imported into Oman. NAVSUP FLC Bahrain Detachment Oman plays an important role in all facets of the support structure that made these evolutions an overwhelming success.

Over the past decade, the Port of Duqm exponentially expanded its capabilities and now supports dry dock maintenance. Capabilities of this nature allow NAVSUP FLC Bahrain Detachment Oman to expand its aperture beyond routine ship support. Its interface with Forward Deployed Regional Maintenance Center and other stakeholders postures the detachment to provide this service to other units in the future.

"Our Oman Detachment is entrenched in facilitating full-scale support of Force Generation and Force Employment for our units via our logistics channels," stated Capt. Alexander D. Wallace III, NAVSUP FLC Bahrain commanding officer. "The team covers anything from emergent repairs and maintenance availabilities to replenishment and sustainment of deployed vessels."

# NEXCOM's NEXT Gen Scholars Program Supports Students

**By Kristine Sturkie**
OFFICE OF CORPORATE COMMUNICATIONS, NAVY EXCHANGE SERVICE COMMAND

**Since 1997, the Navy Exchange Service Command's (NEXCOM) NEXT gen Scholars Program has been rewarding students for getting good grades. The NEXT gen Scholars Program awards $2,500, $1,500, $1,000 or $500 to qualified students each quarter.**

To enter the drawing, students must be full-time with a "B" grade point average equivalent or better, as determined by their school system. Homeschooled students can also qualify, with acknowledgement that the student has a "B" average or equivalent record of accomplishment.


Students must bring their current report card or other performance document to any NEX, fill out an entry card and have documentation validated by a NEX associate. Once entered, the students will be given a coupon good for $10 off a one-time NEX purchase of $20 or more.

Eligible students include dependent children of active duty members, Reservists and military retirees, as well as U.S. civilian Department of Defense employees stationed outside the continental United States and U.S. civilian employees of firms under contract to the Department of Defense outside the continental United States. Students must be enrolled in first through 12th grade. Dependent children without an individual Dependent Identification Card must be accompanied by their sponsor to submit their entry. Each student may enter only once each grading period and must re-enter with each qualifying report card.

NEXCOM, along with its vendors, has awarded a total of $848,500 in savings bonds and monetary awards to students since the program's inception.

*For more information on the NEXT gen Scholars Program, visit myNavyExchange.com/NEXTgen.*

**Above:** Gabriella Logan accepts her NEXTgen Scholars Program award from Cricket Mathews, general manager, NEX Kitsap-Bangor and Capt. Richard Rhinehart, former commanding officer of Naval Base Kitsap. –photo by Courtesy photo from NEXCOM





# The Hands on Approach to Littoral Combat Ship Support in the 5th Fleet Area of Responsibility

**By Lt. Cmdr. Bryan Wells**

Littoral Combat Ship, USS Sioux City (LCS 11) deployed to 5th Fleet marking the first deployment of this ship class in the Area of Responsibility (AOR). The voyage through the theater lasted 68 days, including nine port visits, and a 14 day Preventative Maintenance Availability (PMAV) in Bahrain. The deployment marked the first of the LCS deployments to 5th Fleet, and confirmed the successful proof of concept will pave the way to increased LCS presence in the theater. The success relied heavily on collaboration and a hands-on approach between all supporting mission partners.

The National Security Strategy places emphasis on success in geopolitical competition to shape the future of the international order. To that end, after years of focus in the US Central Command (CENTCOM) AOR to support operations in Afghanistan and Iraq, the structure of the AOR and the forces allocated to 5th Fleet continue to shift as well. Within the global competition paradigm, the Suez Canal, Bab-el-Mandeb, and Straits of Hormuz require a persistent naval presence to support security of global commerce. Sioux City deployed to 5th Fleet supporting Commander, Destroyer Squadron 50 (CDS 50) and Combined Maritime Forces to promote regional security and stability.

The minimal manning construct for the LCS ship class requires augmentation from shore based facilities to support day-to-day operations. Augmentation to the ship's supply department comes in the form of a Logistic Support Team (LST). Sioux City is primarily supported by the LST out of NAVSUP FLC Jacksonville, but part of this historic deployment included additional support from the forward LST construct at NAVSUP FLC Bahrain.

NAVSUP FLC Bahrain has billeted support in the Operations and Contracting departments to support LCS deployments to 5th Fleet. NAVSUP FLC Bahrain's Operations department provided boots on the ground support during port visits including: Alexandria and Berenice, Egypt; Jeddah, Kingdom of Saudi Arabia; Fujairah and Jebel Ali, United Arab Emirates; Manama, Bahrain; and Duqm, Oman. NAVSUP FLC Bahrain's contracting team also supported all port visits in theater, as well as ship support, and three PMAVs in Bahrain, Greece, and Denmark.

As Sioux City made her way through 5th Fleet, NAVSUP FLC Bahrain and mission partners throughout the AOR learned valuable lessons to better support future LCS deployments to the AOR. The alignment between NAVSUP FLC Bahrain, NAVSUP FLC Jacksonville, Forward Deployed Regional Maintenance Center (FDRMC), Littoral Combat Ship Squadron (LCSRON) 2, Combined Task Force (CTF) 53, and Commander, US Navy Central Command (USCOMNAVCENT) was critical to the success of the deployment. NAVSUP FLC Bahrain Logistic Support Representatives and CTF-53 personnel combined to provide support for all port visits, ensuring delivery of cargo, mail, and provisions throughout the theater. FDRMC and the contracting team at NAVSUP FLC Bahrain ensured execution of maintenance to maintain operational availability. LCSRON 2 provided a liaison team to communicate ship requirements to USCOMNAVCENT and CDS 50 staff.

# Volunteers Help Tidy Up Navy Fuel Depot After Hurricane Season

**By Jeanette Steele**
OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER JACKSONVILLE

U.S. Navy Aviation Boatswain's Mate (Fuel) 1st Class Curtis Clausen gathers trash washed ashore from the St. Johns River at the Southeast Regional Fuels Depot in Jacksonville during a cleanup event. –photo by Jeanette Steele

The northern shoreline of the St. Johns River is a lovely spot, with oak trees dripping Spanish moss at the waterline. Except, that is, for the trash that regularly washes ashore – especially after big weather events.

Volunteers from NAVSUP Fleet Logistics Center (FLC) Jacksonville and Naval Station Mayport collected enough debris to fill 81 garbage bags during a Dec. 8 cleanup event at the command's Southeast Regional Fuels Depot. The haul included a surprising variety of trash: 50 yards of rope, car tires, buckets, soda cans, bottles and even a ship-mooring buoy that stood waist-high to the officer who rolled it to the collection point.

Hurricane Ian in September and Tropical Storm Nicole in November exacerbated the usual trash accumulation at the property, thanks to as much as three- to four-foot storm surge in the area. The depot is located just east of the Jacksonville Zoo on the riverfront, in an industrial area.

"These are buffer security areas for the fuel depot. Not a lot of people transit these areas, but since we're right next to the river, storm surge and flooding can still leave behind debris," said Heather Hahn, natural and cultural resources manager for Naval Station Mayport.

"It's always good to pick up your trash every once in a while," she said.

Lt. Cmdr. Tyson Biddle, Southeast regional fuels officer, said he appreciated the help from the 18 participants, who worked all morning in the tall grass along the shoreline.

"In the wake of the hurricane and Tropical Storm Nicole, Defense Fuel Support Point Jacksonville was in need of some TLC," he said.

The fuel depot is a little-seen but important piece of the sprawling NAVSUP FLC Jacksonville command. Though it sits on Navy land, the depot is across the river from the nearby naval station.

The site and its fuels officers and Sailors oversee 17 individual defense fuel operations from Texas to Cuba, including the Navy's largest deepwater fuel terminal in the southeastern United States, on the St. Johns River.

These operations provide fuel to Navy aircraft and other vehicles across the Southeast.





USS Lenah S. Higbee dressed for the ceremony. –photo by Michael Duhe

# Nurse Namesake for New Destroyer Continues to Inspire

**By Glen Van Vorst**
DIRECTOR OF INDUSTRIAL SUPPORT DEPARTMENT (CODE 500), NAVSUP FLEET LOGISTICS CENTER JACKSONVILLE

**Eighty years after her death, Canadian immigrant and U.S. Navy nurse Lenah Sutcliffe Higbee continues to inspire the women involved with outfitting a new Navy destroyer named for her.**

Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Jacksonville provides integrated logistics services for new ship construction in Pascagoula, Mississippi, where Pre-Commissioning Unit (PCU) Lenah Sutcliffe Higbee (DDG 123) was built.

The Navy accepted delivery of PCU Higbee on Nov. 30. To prepare for that milestone, military and civilian logisticians assigned to the FLC generated over 17,700 initial requisitions valued at more than $16.9 million. They outfitted the ship with 97.13% of its allowed material list to ensure that the Arleigh Burke-class guided-missile destroyer is ready for sea. This exceeds the supply readiness objective established by NAVSUP and Naval Sea Systems Command.

However, it wasn't just business as usual with this particular ship for some of the NAVSUP FLC Jacksonville women who participated in its preparation. They feel part of the Higbee legacy.

Lenah H. Sutcliffe Higbee emigrated from Canada to the United States and became a pioneer in Navy nursing, receiving the Navy Cross for her distinguished service combating the Spanish flu during World War I. She was the first woman to have a U.S. Navy warship named for her, and DDG 123 is the second destroyer to bear her name.

Nurses were the first women to serve in the U.S. Navy, beginning with the official establishment of the Navy Nurse Corps in May 1908. Higbee was one of the original 20 Navy nurses known as the Sacred Twenty. She served as the second superintendent of the U.S. Navy Nurse Corps during World War I and is credited with shaping the young organization and expanding it from 160 to 1,300 nurses.

Higbee's story resonated with Yineiry "Genie" Ducre, who serves as the DDG platform manager for the FLC in Pascagoula. Like Higbee, Ducre is an immigrant and

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found a new home in the U.S. Navy. As a female Navy pioneer, Higbee opened the door for women like Ducre to have roles in the Navy.

"For me personally, it's an honor. Like her, I was also an immigrant. My family came from the Dominican Republic, and I joined the U.S. Navy," Ducre said.

"I feel like I've come full circle. I started my Navy career at 17 years old serving aboard the destroyer USS Mahan (DDG 72) in the deck division as a striker for storekeeper. I arrived aboard the ship two days before the Navy birthday and cut the cake," she said. "Now, I'm the DDG platform manager."

Culinary Specialist Senior Chief Lakesia Jackson leads the fleet support team and assists supply officers as they establish the supply department aboard pre-commissioning unit ships.

"I've served on active duty as a culinary specialist in the U.S. Navy for 23 years, and it has been an honor to work on the future USS Higbee," Jackson said. "It's amazing; my daughter asks me when I go home, 'What did you do today?' And, it excites me to see her face light up when I explain to her what I do for the Navy to deliver ships to the fleet."

Analila "Lilli" Tosado is a Navy civilian assigned to the outfitting branch. In addition to being an immigrant and Navy veteran, Tosado has a daughter who works in medicine.

"My family migrated from Mexico, and I'm the first female in my family to join the military. I'm a retired U.S. Navy storekeeper," Tosado said. "My 22-year-old daughter works as a multi-skilled technician in the medical telemetry department at Memorial Hospital at Gulfport. It's a great honor, the fact that she [Higbee] is a female. For her to be one of the first Navy nurses sets a great example for others to follow."

The connections continue. Rita F. Johnson-Amaker is a retired U.S. Army master sergeant and works as a purchase card holder in the technical data branch in Pascagoula. She is responsible for procuring general-use consumable material for ships. Her aunt currently serves as a U.S. Air Force nurse.

"I feel honored to support a ship named after a female who served during WWI as a Navy nurse. Women have always found ways to serve in the military in one form of another," Johnson-Amaker said. "Nursing was one of the first, and it's a job that's still in great demand today as it was back then."

Vanessa Davis is a retired Navy storekeeper who has worked in the Pascagoula outfitting branch, though she is currently the LPD platform manager.

"For me, it's full circle from serving on a ship to working on a ship that's named for a female. As a child, I wanted to join the Navy. Now, I feel proud to be associated with the ship, especially after learning about her," said Davis, who has a sister and niece who are medical technicians.

"She's what I would've liked to learn about while I was serving on active duty in the Navy."

Iris Linder temporarily filled in as acting DDG platform manager while Higbee was under construction. An Air Force veteran, she has family ties to Navy nursing.

"I retired from the U.S. Air Force with 27 years of honorable service, and have over 30 years of supply experience. It's an honor to work on this ship and know the trailblazing history behind its namesake," Linder said.

"I'm also the only female in my family to join the military. My grandmother was a civilian nurse at the Navy base in Mobile and Pensacola, and my daughter recently followed in my footsteps and joined the U.S. Army."

Higbee retired from the Navy a century ago, on Nov. 30, 1922. She died in 1941 in Winter Park, Florida, and is buried at Arlington National Cemetery.

This spring, PCU Higbee is scheduled to be commissioned into service at a ceremony in Key West, Florida.

*Read more about Lenah Higbee at the Naval History and Heritage Command: https://www.history.navy.mil/browse-by-topic/people/namesakes/lenah-higbee.html*





# NAVSUP FLC San Diego Employee Recognized by Brazilian Naval Attaché with Amigo da Marinha Medal

**By Tristan Pavlik**
OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

NAVSUP Fleet Logistics Center (FLC) San Diego employee Rosa Downing was awarded the "Amigo da Marinha" medal by Rear Adm. Rogerio Pinto Ferreira Rodrigues, Brazilian Naval Attaché, in Washington, D.C., on "Dia do Marinheiro", Brazilian Sailor's Day, Dec. 13.

Downing was nominated for her outstanding support to more than 16 Brazilian naval officers stationed at NAVSUP FLC San Diego in cooperation with the NAVSUP FLC San Diego personnel exchange program (PEP).

"I am honored to receive such an incredible award. What began as a brief sponsorship program has become an integral and extremely rewarding part of my career. Working with the Brazilian officers has not only been a pleasure, but a unique experience," said Downing, a supply management specialist supervisor, NAVSUP FLC San Diego. "It has been wonderful supporting this program for the past 34 years."

Downing has supported the NAVSUP FLC San Diego PEP since 1989 and was nominated for the "Amigo da Marinha," a Portuguese phrase meaning friend of the navy, by Lt. Raoni Paixao of the Brazilian navy. The "Amigo da Marinha" medal, created in 1966, is awarded to people who have made outstanding contributions to the development of the Brazilian navy. Recipients may be civilians without any operational link to the Brazilian navy or military personnel from other armed forces or institutions.

The idea for the nomination came from Paixao's predecessor, Lt. Filipe Kopanakis, who was stationed at NAVSUP FLC San Diego from April 2019 to April 2021. However, Paixao, the current and 20th Brazilian exchange officer, completed the process.

NAVSUP FLC San Diego employee Rosa Downing receives award from Brazilian Naval Attaché Rear Adm. Rogerio Pinto Ferreira Rodrigues on Dec 13. Downing *(center)* met with Rear Adm. Pinto Ferreira Rodrigues *(left)* after receiving her award. Downing was accompanied by Bill Downing (right), Cmdr. Jason F. Deleon, director, fleet operations, NAVSUP FLC San Diego (far left), and Lt. Raoni Paixao, assistant logistics support center officer, NAVSUP FLC San Diego *(far right)*.

The NAVSUP FLC San Diego PEP began in 1985, as a one-year exchange, but in 1987 it became a two- year exchange. Downing began supporting the program during its fourth year. She expressed interest in Brazilian culture and her constant attention to the exchange officers and their families represents a tremendous contribution, not only to their adaptation with NAVSUP FLC San Diego mission and tasks, but aiding in the process of moving to a new country.

"The valuable and long professional experience that Ms. Downing has acquired over 34 years acting as logistics support representative at NAVSUP FLC San Diego and her mindful care has enhanced, and in many ways, streamlined different learning processes during the sailor's exchange tours," said Paixao.

Not only has Downing supported the PEP, but she also provided direct support to the Brazilian navy in 1994. A group of Brazilian sailors traveled to San Diego to receive the recently decommissioned USS Cayuga (LST 1186), which had been transferred to the Brazilian navy and renamed NDCC Mattoso Maia (G-28). During this process, Downing, though not assigned to the project, made herself available to assist the sailors during their time in San Diego. Her assistance was critical to the success of the ship's transfer and appreciated by the Brazilian sailors.

"The presentation of this medal represents a great opportunity to sustain U.S. relationships with the navy of Brazil," wrote Paixao in the nomination. "The intent of the PEP includes 'fostering in the personnel exchanged, and in the personnel with whom they work, a mutual appreciation for the policies and doctrines of their respective services; and to encourage mutual confidence, understanding, and respect necessary to strengthen relationships between participating Military Services.' Ms. Downing embodies this goal."

Downing was accompanied by Cmdr. Jason F. Deleon, director, fleet operations, NAVSUP FLC San Diego, and Lt. Raoni Paixao, assistant logistics support center officer, NAVSUP FLC San Diego. Together, the three attended the ceremony, which took place at the Brazilian Naval Commission in Washington, D.C. The ceremony included opening remarks from Vice Adm. Alexandre Rabello de Faria, chairman of the Council of Delegates of the Inter-American Defense Board. Additionally, Nestor José Forster Júnior, ambassador Extraordinary and Plenipotentiary of Brazil to the United States of America, greeted Downing and congratulated her on the award. While the ceremony included several other awardees, Downing was the only U.S representative awarded.

# NAVSUP Commander Visits U.S. Navy's Only Operational Logistics Support Site in Europe's High North

**By Joe Yanik**
OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SIGONELLA

**At its cooperative security location (CSL) at Defense Munitions (DM) Crombie, Scotland, United Kingdom, Naval Supply Systems Command Fleet Logistics Center (FLC) Sigonella is expanding logistics capabilities to support U.S. Naval and Allied ships, submarines, aircraft and expeditionary forces deploying into, and operating across Europe's High North, Baltic Sea, Arctic Circle and the Greenland, Iceland and United Kingdom Gap.**


During October 2022, Rear Adm. Peter Stamatopoulos, NAVSUP commander and 49th chief of Supply Corps, joined other NAVSUP leaders and Rear Adm. Patrick S. Hayden, Readiness and Logistics director, U.S. Naval Forces Europe-Africa (N4), for a tour of the U.S. Navy's only operational logistics support site in Europe's High North and to strengthen existing relationships with some of the Royal Navy's senior logistics leaders.

"This visit to our operational site at Defense Munitions Crombie has exceeded my expectations. Our NAVSUP FLC Sigonella team's capabilities at Site Crombie support naval readiness and strategic goals for the future," Stamatopoulos said. "In our very productive discussions, I saw clear indications that our FLC Sigonella team and our U.K. allies are pushing forward with urgency to increase maritime logistics capabilities in Scotland so that U.S. and NATO commanders can have greater confidence operating in these waters."

DM Crombie serves as a multi-faceted munitions depot and maintenance support facility that is managed by U.K. Ministry of Defense (MOD) civilian officials. It has a deep-water Ammunitioning Jetty and a deep-water channel to allow U.K. Royal Navy and U.S. Navy warships and auxiliaries to moor for resupply.

The U.K. MOD leases part of DM Crombie to NAVSUP FLC Sigonella.

At the CSL, a team of NAVSUP FLC Sigonella's logisticians and transportation managers, along with their U.S. and U.K. mission partners, deliver key products and services such as customs clearance, sustainment, fuel delivery, husbanding services, port visit coordination, warehousing, transportation, inter- and intra-theater cargo and mail distribution.

During 2022, NAVSUP FLC Sigonella and their mission partners supported the logistics and resupply requirements for deployed U.S. warfighters aboard Military Sealift Command's underway replenishment oiler USNS Patuxent (T-AO 201), dry cargo and ammunition ship USNS William McLean (T-AKE 12) and multiple U.S. Navy ships comprising the Kearsarge Amphibious Ready Group.

"Thanks to the tireless efforts of my NAVSUP FLCSI team and those of our growing logistics network of U.S. and U.K. mission partners, Site Crombie is fast becoming a logistics center of gravity from which we can better facilitate end-to-end sustainment across Europe's High North region," said Capt. Douglas S. MacKenzie, NAVSUP FLC Sigonella commanding officer.

The NAVSUP leaders' visit to its operational site at DM Crombie culminated with a ship tour aboard Queen Elizabeth-class aircraft carrier HMS Prince of Wales, hosted by the ship's Commanding Officer Capt. Richard Hewitt, OBE Royal Navy.

"The U.K. places NATO and its relationship with our U.S. partners at the heart of defense," Hewitt said. "Welcoming the U.S. NAVSUP commander onboard HMS Prince of Wales allowed us to continue to foster the relationships that are vital for U.K. Defense and NATO."

After departing Scotland, Stamatopoulos conducted a multitude of other engagements across Europe, the Kingdom of Bahrain, U.S. 6th and 5th Fleet areas of operations showcasing NAVSUP's and the supply community's critical role in supporting U.S. Navy readiness and strategic goals in the regions.

"On behalf of my NAVSUP FLCSI team, we are so grateful and honored to welcome Rear Adm. Stamatopoulos to our AOR," MacKenzie said. "We are eager and proud to show him other operational areas where my team is demonstrating great technical expertise and unwavering dedication to our important NAVSUP mission every day."

As NAVSUP commander, Stamatopolous is responsible for an organization and community of more than 25,000 military and civilian personnel who provide responsive logistical support to U.S. and allied naval forces worldwide, through a global network with a presence in more than 17 countries and 21 states, districts, and territories. As Chief of Supply Corps, he is responsible for community management of more than 3,500 active and Reserve Supply Corps officers and more than 23,000 active and reserve enlisted personnel. He also serves as supported commander of Naval Sustainment System-Supply (NSS-S).





# NAVSUP Fleet Logistics Center San Diego-El Centro Site Provides Supply Support to Blue Angels During Winter Training

**By Tristan Pavlik**
OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

A member of the The U.S. Navy Flight Demonstration Squadron, Blue Angels, prepares for fueling operations in Naval Air Facility (NAF) El Centro during training. –photo by Petty Officer 1st Class Cody Deccio

Every year, the U.S. Navy Flight Demonstration Squadron, the Blue Angels, travel to Naval Air Facility El Centro for their winter training. Flying six F/A-18 Super Hornets, twice a day, for three months, requires a lot of fuel. NAVSUP Fleet Logistics Center (FLC) San Diego's El Centro site has provided the squadron the supply support they need for more than a decade.

"This is my fourth year supporting the Blue Angels, and with the help of my team, we have continued to foster a positive and strong relationship," said Lt. Christopher John, Naval Air Facility El Centro site director, NAVSUP FLC San Diego. "Because of the demanding training requirements, we have developed an efficient process ensuring all supply related provisions are handled expeditiously and professionally."

Prior to the Blue Angels arrival, the site director coordinates with the Blue Angels supply officer, reviewing requirements, scheduling and other logistics. Preparations begin in November, as members of Advance Team arrive right after Christmas day.

The NAVSUP FLC San Diego El Centro Hazardous Materials (HAZMAT) team liaises with their Blue Angels counterparts prior to, and upon arrival to ensure they have adequate storage capacity. From the setup of satellite HAZMAT lockers in their hangar to preparing smoke and engine oil requirements, all of the groundwork is ready for the Blue Angels arrival. After arrival, the HAZMAT team provides support as needed, including issuing material, assisting with ordering items from San Diego, assisting with proper container labeling, and performing courtesy assessments of the lockers, to ensure all containers and material meet Navy, state, and federal standards.

While the Blue Angels train in El Centro, the team flies six F/A-18 Super Hornets for two practices a day, totaling four flights, each lasting an average of 50 minutes. This year, they have approximately 120 scheduled training flights.

NAVSUP FLC San Diego provides fuels support for the aircraft directly via fuel trucks and, on occasion, hot pits. 'Hot pit' refueling occurs when an aircraft is fueled immediately after landing, while keeping one engine running.

During an average week, 115,000 gallons of JP-5 fuel are provided during refueling, 1,400 gallons are processed during defueling, and 110 cold pumping evolutions are executed. Cold pumping evolutions involve fueling the aircraft while the engine is powered off, almost like filling up at the gas station. Fueling is conducted using fuel trucks that are dispatched to the aircraft upon landing. Fuel is provided from one of the two, 900,000-gallon bulk fuel tanks. Fuel is loaded into the trucks and transferred to four hot pit fuel tanks via pipeline.

As a result of intense preparations and communications with the Blue Angels, the NAVSUP FLC San Diego - El Centro mission execution is smooth. With a staff of 30 people, the El Centro team must work together to provide support not just to the Blue Angels, but the other squadrons and tenant commands on Naval Air Facility El Centro.

Throughout the training season, NAVSUP FLC San Diego – El Centro experiences both an increase in fuel requirements and mail flow. To prepare for the increase in postal requirements the NAVSUP FLC San Diego – El Centro Regional Mail Center supervisor partners with the administrative department, to confirm all mail orderlies have the proper designation paperwork completed prior to the team's arrival. In the end, NAVSUP FLC San Diego - El Centro's planning and execution support a critical, high visibility mission.

"The most unique aspect of supporting the Blue Angels is mainly the visibility of the team. They draw a lot of attention from higher echelons," explained John. "It is imperative that the Site El Centro team is on-point with the support we provide. We must do our part well to facilitate an efficient and successful training season for them, culminating with their first show of the season, the annual Naval Air Facility El Centro Air Show."

# NAVSUP Announces 2022 Sailor of the Year

**Logistics Specialist First Class (LS1) (AW) Christopher I. Estrella was selected as NAVSUP's 2022 Sailor of the year during a NAVSUP Enterprisewide virtual meeting.**

Above: Logistics Specialist First Class (LS1) (AW) Christopher I. Estrella (center) is named Naval Supply Systems Command's (NAVSUP's) 2022 Sailor of the Year, and presented with the Navy and Marine Corps Commendation Medal for meritorious achievement and superior performance, exceptional professionalism, personal initiative, and loyal devotion to duty by Commander, NAVSUP, Rear Adm. Peter Stamatopoulos, SC, USN. –photo by Karissa Murdock

As acting Leading Chief Petty Officer for NAVSUP Fleet Logistics Center (FLC) Yokosuka Site Atsugi's Transportation Office, Warehousing & Inventory Management Office, Inventory Accuracy, Advance Traceability and Control Note Atsugi and Base HAZMIN Center, Estrella is responsible for oversight, procedural compliance and training of 46 personnel, producing the movement of 5.9 million pounds of Navy-owned material.

Estrella was selected for the honor based on the scope and impact of his leadership, his institutional and technical expertise, and special qualifications. Among his numerous accomplishments, Estrella was recognized for 100% inventory accuracy and the replenishment of 11,266 line items valued at over $350 million; oversight and compliance of 80,711 material transactions valued at $20.2 million with 100 percent Aviation Consumable and Flight Clothing inventory validity with a net effectiveness of 95.08%; and oversaw disposal of 4,126 pounds in expired hazardous material. His efforts in overseeing the expedition of seven essential items for salvage operations in recovering a downed F-35 are recognized by others who now routinely seek his advice for all facets of transportation and materiel movement across Fifth and Seventh Fleets areas of operation.

NAVSUP Commanding Officer Rear Adm. Peter Stamatopoulos and NAVSUP Command Master Chief Mark Schlosser presented Estrella with the Navy and Marine Corps Commendation Medal for meritorious achievement and superior performance, exceptional professionalism, personal initiative, and loyal devotion to duty.

In nominating Estrella for the honor, NAVSUP FLC Yokosuka Commanding Officer Capt. Michael S. Carl said, "Petty Officer Estrella's positive attitude and selfless commitment to duty has been the foremost contributing factor to overall success of NAVSUP FLC Yokosuka. He is an exceptional leader, improviser, and role model." He went on to say, "Multiple Sailors at NAVSUP FLC Yokosuka Site Atsugi, Naval Air Facility Atsugi and from across the fleet have sought him out to help them grow both personally and professionally."

Estrella was selected from among seven nominees from across the NAVSUP Enterprise.

Estrella will go on to compete for Department of the Navy designation as Navy Sailor of the Year.





# NAVSUP Fleet Logistics Center Bahrain in the Spotlight: HAZMAT

**By Lt. Conner Smith**
SUPPLY CORPS OFFICER,
NAVSUP FLEET LOGISTICS CENTER BAHRAIN

Every day, thousands of Sailors perform preventative and corrective maintenance on their equipment, from aircraft to turbine generators to communication equipment. These daily tasks allow the United States Navy to achieve a high level of mission readiness, which is critical to maintaining maritime superiority. The Navy is also committed to the highest standards of safety, utilizing proper operational risk management (ORM) to minimize tragic events. Who helps when a Sailor needs to perform maintenance, but the material required is dangerous to self or ship? The answer is Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Bahrain Hazardous Material (HAZMAT) team.

Petty Officer Second Class Pedro Regalado, a member of NAVSUP FLC Bahrain HAZMAT team understands the significance of the work he and his team do daily. "We know how important it is to balance the strict safety requirements surrounding handling hazardous material with efficiently providing [material] to our partners. We take both aspects very seriously, and I am proud of the service we provide. The Navy cannot steam without HAZMAT!"

The NAVSUP FLC Bahrain HAZMAT team is committed to the safe stowage, issue, receipt, handling and verification of hazardous materials for over 132 tenant commands in the 5th fleet area of responsibility (AOR). The team is comprised of active duty personnel and government civilian employees who are subject matter experts, as well as local nationals who, under the guidance of U.S. employees, make the team click. Below are just a few examples of the excellent customer service provided by the HAZMAT team:

**Hazardous Material Management** – Hazardous Material Management involves the stowage and issue of all HAZMAT. Utilizing NAVSUP FLC Bahrain as the main warehousing provider allows NAVSUP FLC Bahrain personnel to specialize in the stowage and handling of dangerous material, thereby reducing the risk of mishap during these phases of the material's lifecycle. When a tenant command requires HAZMAT, they submit a request to the HAZMAT team through the Hazardous Material Management program. The NAVSUP FLC Bahrain HAZMAT team then verifies the material is safe for the command to have on hand. If so, the material is issued. If not, then the request is forwarded for further adjudication. This process ensures the tenant command requesting material has a legitimate requirement for the material and is not taking on inadvertent risk. Big picture, the NAVSUP experts handle as much of the material as possible, while providing for tenant commands exactly what they need to carry out the mission.

**Hazardous Declarations** – Customers often need to ship large equipment overseas via military air; however, large equipment may have hazardous components (e.g., transporting a helicopter that has oil in it) which, if agitated, could endanger the aircrew. To minimize this risk, strict stowage requirements are put into place to isolate the hazardous materials. The experts at NAVSUP FLC Bahrain HAZMAT team are trained to verify all hazardous parts are stowed correctly and certified to fly, keeping crews safe while allowing the military to move material.

**HAZMAT Locker Inspections** – Some HAZMAT is needed so frequently that tenant commands require to store it on-hand. As part of the ORM process, the HAZMAT is isolated from other stowage areas and kept in special lockers, known as "HAZMAT lockers." To ensure all HAZMAT is stowed safely and all the lockers are up to specifications, the NAVSUP FLC Bahrain team provides HAZMAT locker training, as well as courtesy inspections. Some of the notable requirements of stowing HAZMAT are keeping it in a cool dry place, segregating HAZMAT by like groups (corrosives, flammables, etc.), and having safety data sheets on hand.

Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Bahrain Hazardous Material team ensures the safe stowage, issuance, receipt, handling and verification of hazardous materials. –photo by Margaret Algarin

**Ship Support** – NAVSUP FLC Bahrain's HAZMAT support is not confined to just the tenant commands in the AOR. The team also works closely with Command Task Force 53 (CTF-53) to provide services for all ships embarked in the 5th Fleet AOR. For example, when a large dry cargo ship orders oil to be picked up at their next port call, NAVSUP FLC Bahrain HAZMAT team will stow the requisition until the ship arrives, and provide shipping to them on their behalf.

Department of the Navy
Code NOCC
Naval Supply Systems Command
5450 Carlisle Pike Suite 309 - 112
MECHANICSBURG PA 17050 - 2411

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