



NAVY SUPPLY

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"Greater Each Day"— This is the Way of the Warrior Sailor: USS Dwight D. Eisenhower (CVN 69) 2023-2024 Deployment

By LCDR Rose Witt, ASSISTANT SUPPLY OFFICER AND LCDR MATT NECHAK, PRINCIPAL ASSISTANT FOR LOGISTICS

USS Dwight D. Eisenhower Commanding Officer CAPT Chris "CHOWDAH" Hill's Command Philosophy for CVN 69 is The Way of the Warrior Sailor. Warrior Sailors have three requirements:

- 1) The desire to be love and valued—Leaders set the standard. Everyone, value our fellow humans.
- 2) The desire to have mission and purpose-- Remind your team they are a part of something greater than themselves. What we do matters.
- 3) The desire to win-- Create a winning environment.

Our Mission: Launch and recover aircraft to stomp on bad guys

Our Vision: To be the best damn ship in the Navy

Our Motto: Greater Each Day

October 2023, Carrier Strike Group Two (CSG-2) comprised of the Dwight D. Eisenhower (CVN 69), embarked Carrier Air Wing Three (CVW-3), and cruiser and destroyer escorts were scheduled for a Sixth (C6F) and Fifth Fleet (C5F) six port visit cruise focused on deepening relationships with partners and allies across the two Fleets. As Pre-Overseas Movement (POM) leave concluded, the Israel-Hamas conflict broke out. Strategic level priorities shifted to support this real-world event and IKE's planned deployment changed. IKE's diplomatic cruise shifted to the mission we prepared for. Dynamic Force Employment was set in motion.

"Disclaimer: I take no personal pleasure in stomping on bad guys, but I know it is our mission and we will do it well. War is horrible. My goal is to help make us so damn good at what we do that when the Mighty IKE shows up in hostile waters, our enemies crap their pants and refuse to fight. This is truly the Way of the Warrior Sailor." – CAPT Chris Hill, CO USS Dwight D. Eisenhower

On deployment day, October 14th, 2023, CSG-2 departed Naval Station Norfolk and Naval Station Mayport. Shortly after our departure, IKE received notification to make best speed across the Atlantic Ocean. The Strike Group's mission was quickly morphing into countering the designated global Terrorist Houthis in protection of civilian maritime shipping and ensuring freedom of navigation. IKE Supply Department's role turned into being the most agile and responsive warfighter enabler in a textbook case of contested logistics. IKE, during the longest period a US Navy ship has been in a weapons engagement zone since WWII, was able to succeed due to multiple cooperative efforts amongst Navy organizations with Warrior Sailors.

Logistics challenges were initially abundant in the Red Sea Area of Operation because of the lack of established logistics nodes, distribution challenges and transiting two choke points (the Suez Canal to the north and Bab-al-Mandeb (BAM) to the south). To further the resupply challenges the Houthis took advantage of geography, targeting merchant vessels near the BAM.

We arrived in the Red Sea, duration unknown. Due to limited historical operations in the Red Sea, Command Task Force 53 (CTF-53) advertised minimal subsistence prime vendor (SPV) and ship's store support. As our time on station lengthened, we created new demand that our supply chain rapidly adapted to. To allow Defense Logistics Agency (DLA) supply lines to catch up to the unexpected surge in demand in the region, IKE's Food Service Division (S-2) utilized the Brokering Assistance Tool, Military Sealift Command and NAVY (BATMAN) tool to get not-in-stock (NIS) items. Quickly DLA, Commander Naval Air Force Atlantic (CNAL), CTF-53/63 and their Combat Logistics Force (CLF) ships adapted to support the dynamic mission. The collaborative team

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practice through real world demand, Navy Supply and IKE Supply was able to navigate customs clearance along with supply replenishment. Bottom line, mission impediment linked to supply was not an option. The supply chain was quickly adapting to support. “The Navy was very proactive, with parts supply, things like that. Readiness was never an issue for us. We had a pretty high op tempo, but these jets are built very well. The Navy Supply chain was very supportive.” - Commander Andrew Stoner, Executive Officer VFA-131

After tackling re-supply lanes and customs clearances, we then had to approach establishing a battle rhythm to maintain supply levels. To support our cruiser and destroyer (CRUDES) assets, we built in a weekly food service (9M) order routine and agreed to take additional food stores if CRUDES were unable. With the help of Mr. Gray and Mr. Carter of Navy Exchange Command (NEXCOM), CNAL, NAVCENT N41 and LCDR Jon Sioson IKE established a route to receive ship’s store (1Q) support. This was a first for the Red Sea region; the Sales Team sourced state-side, Bahrain, Jebel Ali, Naples, and Djiboutian vendors for merchandise. IKE home guard and Gypsy Det coordinated transit with the Combat Logistics Officer, NEXCOM and NAVCENT to deliver to the warfighter. Later in the deployment, when flight hours rose, equipment use increased and the requirement for inbound material surged, NAVSUP FLC Sigonella Site Director LCDR Jessica Jimenez assisted in coordinating with load planners to get urgent materials from Sigonella to Bahrain. Her actions aided in expediting material to the warfighter. CLF spearheaded transportation assistance, conducted opportunistic consols (transfer of material) to sister assets. The CTF team planned Replenishment-at-Sea (RAS) events in logistically tactical manners, adapting to the constantly changing schedule driven by Red Sea events.

IKE, Destroyer Squadron (DESRON) 22 and CSG N4 created an internal combat logistics team to

re-supply CRUDES assets when operating in isolated or tactically challenging locations. IKE’s Material Control Officer (MATCONOFF), responsible for Urgent Material Screening (UMS) and transfer between Supply Officers in the Carrier Strike Group, was essential in last mile logistics support to CRUDES and proved critical to keeping ships “in the fight.” The IKE Supply team, CSG-2 N4, and DESRON 22 SUPPO LT Christy Angsten worked hand-in-hand to make sure all crews were supported. IKE conducted emergency RAS events to USS Mason, USS Laboon, USS Philippine Sea, USS Gravelly and USNS Kanawha. Overall, IKE transferred over 650 parts (\$27.5M) via UMS and over 40 pallets of 9M/1Q stores exchanged between CSG-2 Teammates.

CAPT Hill states, “Be Creative....It is said that the meaning of life is to find your gift; and the purpose of life is to give that gift away. On this ship, we encourage sharing our gifts. It gives us increased purpose and improves morale. This is the Way of the Warrior Sailor.”

Near the end of deployment, IKE’s crew received two separate Souda Bay, Greece port visits. The Naval Supply Systems (NAVSUP) Fleet Logistics Center (FLC) Souda Bay Team was nothing short of exceptional. Special recognition should be given to Mr. Kris Hardy (Contracting Officer Representative: COR), Mr. Charles Tanner (Logistics Support Representative: LSR), and LS1 Davis who ensured upon arrival IKE had all the required services to include cargo routing assistance throughout C6F and C5F as well as coordinated delivery of food stores on a short-fused schedule. Following 200 days deployed, FLC Souda flawlessly executed both port visits. This accomplishment afforded IKE some well-deserved decompression from the grind of Red Sea Ops.

The Way of the Warrior Sailor states the enemy does not care what rank or rating you are. When the missiles start flying, every single Warrior Sailor will be on duty – serving food, restoring power, plugging holes . . . to succeed we must Build a Community. IKE Supply was valued by the NAVSUP Enterprise and the collective cooperative efforts amongst CNAL, CTF-53, CTF-63, FLC SIG, FLC BAH, VRC 40 and others to keep us “in the fight.” The NAVSUP enterprise and embedded Supply communities customer service was at the forefront in supporting the warfighter. The Way of the Warrior Sailor states that since our policy is to love and value our brothers and sis-

media, conducting 35 replenishments-at-sea, selling \$8M in ship’s store merchandise, receiving and preparing 7,500 pallets of food (\$19M), processing 3,800 pallets of stock, 3,200 pallets of mail, 20,000 stock/DTO parts, 650+ CASREPS and issuing over 60K parts internally. Supply’s efforts were critical in IKE and the CVW-3 Team’s successful engagement of over 60 UAVs, striking of 230 targets in self-defense, coordination of 160 cargo CODS, 31,500 flight hours and completion of over 13,500 sorties. Overall the team conducted over 750 kinetic engagements, expended 792 munitions in combat, escorted over 28 vessels and flew over 31,000 flight hours

in a weapons engagement zone to protect shipping and deter attacks. All actions were in service of defending innocent lives and freedom of navigation for international maritime shipping. CSG-2 delivered exceptional naval power in the U.S. 5th Fleet for nearly seven months. These events cemented to the crew’s mission and purpose.

We were able to celebrate our wins-- CSG-2 was awarded the Combat Action Ribbon for combat efforts in the Red Sea and received multiple accolades personally from MCPON, CNO and even the President.

It was a successful and historic combat deployment.

“Welcome to the best damn ship in the Navy, and let’s stomp on bad guys together. This is the Way of the Warrior Sailor.” – CAPT Chris “CHOW-DAH” Hill ■

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effort allowed for new supply chains to be created to support the Red Sea Ops. New logistics Lines of Communications were utilized for VRC 40’s carrier-onboard-delivery C-2As (CODs), C-130s, C-17s and truck deliveries. Drayage and replenishment locations were created or renovated. IKE CSG established operations in the Red Sea and led multiple joint and coalition self-defense strikes into Iranian-backed Houthi-controlled territories of Yemen. Meanwhile, professional logisticians were hard at work supporting the effort.

IKE home guard and Gypsy detachment (Gypsy Det) teams

ensured stateside items leap frogged to our Gypsy Det’s operating center. Gypsy Det’s mission throughout deployment was getting high priority cargo to the ship by the fastest means possible. S-8 Division’s Material Control and S-9’s Hazmat team ran robust forecasting programs to ensure we shot ahead of the duck on requirements. The Food Service Team built an adaptive menu to minimize the use of pork to allow for the 9M movement through Middle Eastern coalition partners. S-6’s Aviation Supply and S-9’s Hazardous Material (HAZMAT) Teams flexed to regional offload requirements and after some

USS Theodore Roosevelt (CVN 71), America's "Big Stick," departs San Diego



After a successful port visit where all logistical requirements were met, the strike group set out to sea again, pushing farther west until fully established inside the first island-chain, an area of the Pacific region roughly denoted between China, Japan and the Philippines.

The Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71), America's "Big Stick," departed San Diego on an uncharacteristically rainy day in January 2024.

Supply department, like the rest of the crew, was ready for the advertised seven-month western Pacific deployment. After a successful work-up cycle, including several underway periods in the winter of 2023 for evaluations and certification, the officers, chief petty officers, and enlisted Sailors were ready to support our nation's interests overseas and experience cultures in foreign ports.

After being joined by destroyer escorts from San Diego and Hawaii to form the Theodore Roosevelt Carrier Strike Group, the first stop was the U.S. territory of Guam. In addition to being some Sailors' first time outside the continental United States, it was also Supply department's first opportunity to manage pier-side logistics away from home port. The Logistics Specialists from Material, Aviation Stores and Hazardous Materials divisions loaded critical repairables and consumables and offloaded Depot Level Repairable carcasses and excess waste. Concurrently, our Culinary Specialists and Retail Services Specialists loaded frozen and dry stores, fresh fruits and vegetables, and stock for the ship's store and vending machines – a huge morale boost for the crew after several weeks at sea.

After a successful port visit where all logistical requirements were met, the strike group set out to sea again, pushing farther west until fully established inside the first island-chain, an area of the Pacific region roughly denoted between China, Japan and the Philippines. There, the ship launched aircraft for simulated missions in a sustained battle rhythm known as "cyclic flight operations." While this process demonstrates the strike group's proficiency and ability to project power, it also generates daily demands for parts necessary for repairs and hazardous materials such as sealants and grease required for routine flight operations. ■

The magnitude of logistics challenges in the Pacific came into focus for TR's Supply department as tasking from Commander, U.S. 7th Fleet necessitated longer periods at sea while outside the range of replenishment opportunities by sea and by air. To replenish at sea, the strike group utilized Military Sealift Command (MSC) Combat Logistics Force (CLF) ships such as the dry cargo/ammunition T-AKE ships and the fleet replenishment oilers, or T-AOs. To replenish faster but in smaller quantities, the strike group utilized C-2A Greyhound carrier onboard delivery (COD) aircraft. The team mitigated the challenge of constantly changing logistical hubs by optimizing loadouts at every port and staging critical parts at logistical centers of gravity such as Guam, Japan and Singapore. If the COD aircraft were unable to support, we had the backup option of including the materiel on CLF ships or utilizing Naval Aviation Logistics Operations (NALO) aircraft to fly our parts en masse from one loadout location to the next.

After six months of operating in the South China Sea, East China Sea and Philippine Sea – leveraging port visits for food, parts, mail, and retrograde offload in Singapore, Thailand, and South Korea – the strike group was directed to respond to world events in the Middle East. This required short-fused top offs of food as well as any critical repair parts and consumables within range of our projected path. The transit took us across the Indian Ocean through the Gulf of Oman and into the Arabian Gulf. The crew quickly learned to adapt to the high temperatures of the region in the July and August time frames. The supply team worked diligently with shore support entities to ensure materiel across the various hubs in the Pacific began flowing to the centralized footprint in Bahrain. Logistics posture began to improve as everything for the strike group began flowing to one consolidated location in the region as opposed to the disaggregated locations required in the vastness of the Indo-Pacific region.

The carrier strike group's presence in the region was well known to both allies and adversaries. Houthi missile launches targeting civilian commercial shipping as well as strikes between Israel and Hamas were covered well on national news but felt even more real to the crew as we conducted damage control drills and continued to launch and recover aircraft as events unfolded. Supply department stayed busy with the sustainment of operations in the austere environment, conducting routine inventories, issuing high priority material, and providing meals and services regardless of the circumstances.

After being released by Commander, U.S. 5th Fleet to begin the transit home, the mission shifted to acquiring the parts and consumables needed to correct long-term repairs on individual aircraft in order to put each squadron at 100% for the event known as "fly off," where the ship closes to within range of land for all types of aircraft to launch for the last time before continuing to their squadron's home air stations.

During the Big Stick's 2024 deployment, the Supply department facilitated 26 replenishment-at-sea events, through a combination of connected replenishments to "swing" materiel from one ship to another as well as vertical replenishments utilizing civilian and military helicopters. From these events, the ship received 10,320 pallets of food, parts and mail. The total value of high priority parts received by Logistics Specialists for the ship and embarked aircraft was \$7.8 million and \$158 million, respectively. The food brought aboard enabled our Culinary Specialists to produce and serve 1.1 million meals. Our Retail Services Specialists generated an impressive \$3.8 million in sales and processed 250 tons of laundry.

The ship returned to a clear and sunny San Diego in October, having completed nine months overseas. There were a multitude of lessons learned and information passed along to carriers in earlier stages of deployment. The Abraham Lincoln Carrier Strike Group, for example, sailed to the Middle East to take our place and assume the role of a deterrent force in the region, and we were able to share information and lessons learned with their Supply team to make their time there more successful from day one.

The nature of the Navy supply community has always been one of teamwork and collaboration. As the Navy's mission continues to evolve in regions such as the Indo-Pacific and the Middle East, so too must the Navy Supply Corps. The crews that comprise the Theodore Roosevelt Carrier Strike Group were very thankful for the experience, the professional growth, and the opportunity to serve our nation's interests around the globe. ■

NAVSUP WSS Afloat HAZMAT and Pollution Prevention Sustains the Force

By Blair Johnston

ENVIRONMENTAL PROTECTION SPECIALIST,
NAVSUP WEAPON SYSTEMS SUPPORT

The Naval Supply Systems Command Weapon Systems Support (NAVSUP WSS) N261 Afloat Hazardous Materials (HAZMAT) and Pollution Prevention (P2) Division works within the N2 Engineering Department in Mechanicsburg, Pennsylvania. The team supports the implementation of the Navy's Consolidated Hazardous Material Reutilization and Inventory Management Program (CHRIMP) for afloat customers.

For the past decade, the team's focus has been working with the fleet and NAVSEA to manage the Ship Hazardous Materials List (SHML). The SHML controls the afloat requisitioning process for HAZMAT aboard naval vessels via Special Material Content Code assignment. Historically, N261 has devoted an extensive



amount of time to clean-up SHML data to improve process efficiency. More recently, the team has evolved into a multi-faceted, dynamic group that works with stakeholders in multiple collaborative projects that directly protect and sustain the fleet. One priority is the installation and roll-out of the new HAZMAT inventory management system currently being installed on certain vessels: the Hazardous Inventory Control System (HICS) 4.X.

"HICS 4.X is an essential technical upgrade for the fleet, replacing a standalone system that included all manual data upload," Jennifer Shoop, Supervisory Environmental Protection Specialist (EPS). "The new system introduces multiple interfaces to provide real-time, accurate HAZMAT data. This includes easy access to Safety Data Sheets."

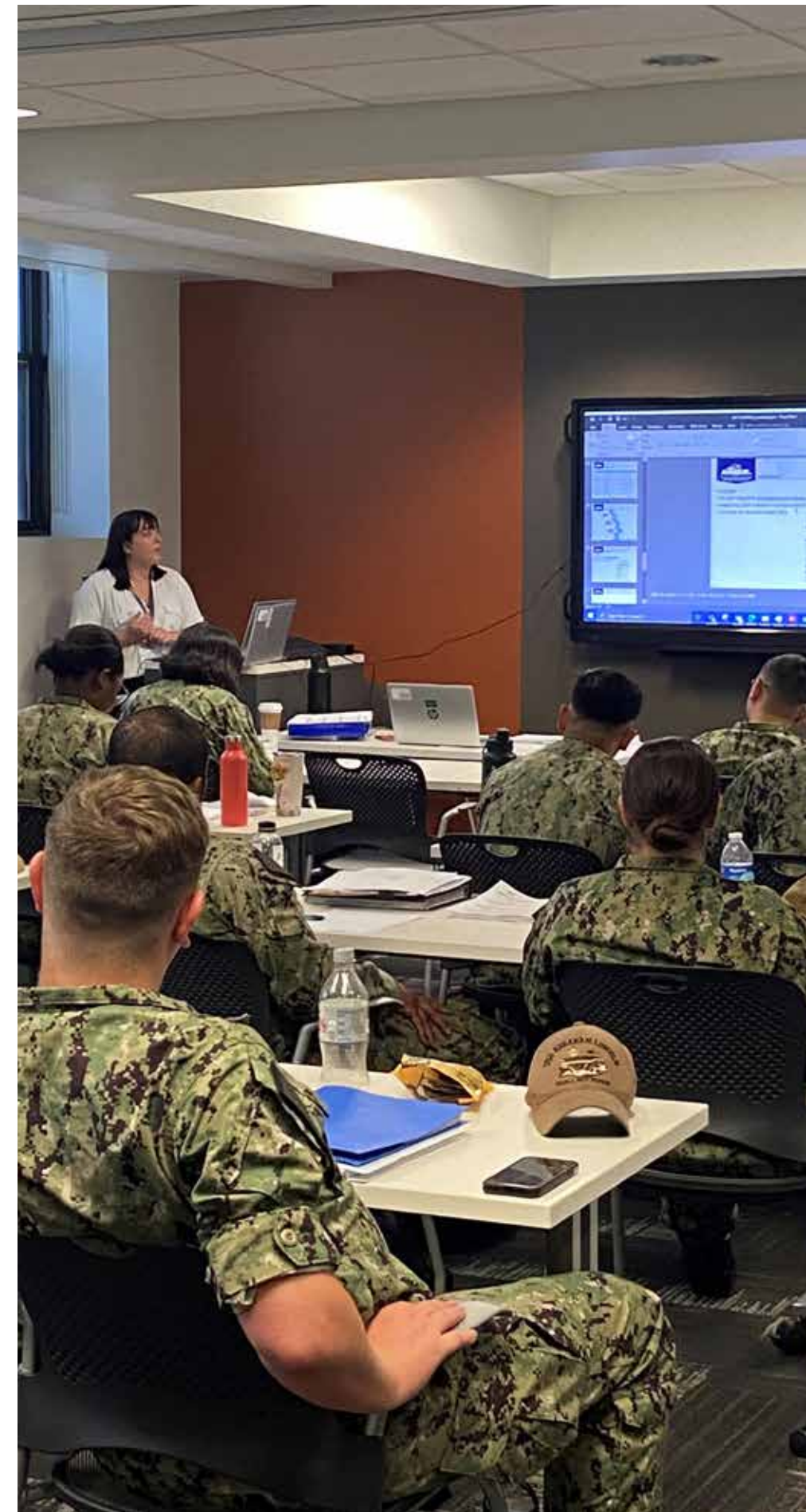
N261 worked collaboratively with NAVSUP HQ and NAVSUP Business Systems Center (BSC) to determine system requirements, data accuracy of SHML and hazardous materials transactions, external data feeds, inventory transfer from the legacy Hazardous Inventory Control System for Windows (HICSWIN) system to the new HICS 4.X, and end-user training.

Over the last two years, the Afloat HAZMAT Team travelled with NAVSUP HQ and NAVSUP BSC project peers to Naval Station (NS) Norfolk, NS Mayport, and Naval Base San Diego in support of HICS 4.X installation and training efforts. During these missions, N261 worked directly with local Fleet Logistic Center (FLC) afloat CHRIMP Technicians and SERCO contractors to implement the HICSWIN data clean-up process for efficient inventory data transfer to the new system.

The team continues to conduct virtual, classroom, over-the-shoulder trainings, and live demonstrations of the system.

Offload Standardization

When FLC Norfolk and NAVFAC MIDLANT requested additional guidance regarding appropriate HAZMAT offload and safety procedures, N261 was quick to respond.



Project leads at WSS conducted extensive research regarding process differences within FLCs and collaborated with NAVFAC MIDLANT to determine common goals and develop a way forward. Based on feedback from the fleet, Melissa Miller, EPS, and her team worked with NAVSUP BSC to design an offload module built into the existing Hazardous Material Management (HMM) Tool.

The HMM Tool is a PKI-enabled, web-based system utilized by both afloat CHRIMP Technicians and ashore HAZMAT Minimization Center (HMC) personnel as a HAZMAT resource and serves as a reference repository for both afloat CHRIMP Technicians and fleet users.

“We’re conducting pilot projects to solicit feedback from the stakeholders to improve the offload module and make it an effective tool,” said Miller. “We’re constantly working with NAVSUP BSC to make improvements based off the feedback we’ve received.”

Another N261 innovation, the NAVHAZCHECK phone application, launched in mid-2024, has been disseminated to ashore and afloat users to check storage compatibility between hazardous materials. The intention is that the user can select materials listed within the app and place them in virtual storage locations. The NAVHAZCHECK app assesses the Hazardous Characteristics Code (often assigned by N26) and determines the level of compatibility with other products in the same virtual location to determine if the materials can be safely stored together.

Sean Leshko of N261 explains “NAVHAZCHECK makes working out in the field much easier. Users simply look up information concerning compatibility on the spot. It doesn’t require internet access - placing accessible information at one’s fingertips.”

If the materials are incompatible, the NAVHAZCHECK app immediately alerts the user about the danger. The P2 team within N261 has an integral part of quantifying metrics for excessive financial loss of HAZMAT

purchased with Navy Working Capital Funds (NWCF) aboard aircraft carriers. The P2 team is working through the official NAVSUP Continuous Process Improvement (CPI) with NAVSUP HQ, NAVAIR, and TYCOM. The CPI has progressed to the Improve phase of the Define, Measure, Analyze, Improve, and Control Process, with a goal of reducing financial loss of NWCF HAZMAT on aircraft carriers by 10% within the next two years.

To meet high demand, the N261 Afloat HAZMAT and P2 organization recently expanded and added two new personnel.

“Our team is at the forefront of research, data communication, and training,” says Abigail Foxwell, EPS. “It is essential for the fleet to manage the P2 program with two key focuses: environmental sustainability and financial responsibility. P2 programs can save the fleet both money and time by reducing waste and minimizing over-purchasing.” ■



Investments in Warfighter Sustainment: Arrival of USS Oscar Austin

By Kayla Plagge
PUBLIC AFFAIRS, NAVSUP FLC SIGONELLA

Naval Station (NAVSTA) Rota, Spain celebrated the arrival of the guided-missile destroyer, USS Oscar Austin (DDG 79), with a homeport ceremony Oct. 16, 2024 hosted by senior U.S. and Spanish Navy leaders.

The Oscar Austin departed Norfolk, Virginia, September 30, after being homeported there since its commissioning Aug. 19, 2000, and is now assigned to Destroyer Squadron (DESRON) 60 / Commander, Task Force (CTF) 65 and U.S. 6th Fleet, now the fifth DDG in Rota with a sixth to follow.

Oscar Austin is ballistic missile defense, anti-submarine, and anti-surface warfare capable.

NAVSUP Fleet Logistics Center Sigonella (FLCSI) Site Rota has been preparing for the arrival for years to ensure the crew and their families, approximately 500 people, can be properly supported with mailing and household goods services.

“NAVSUP FLCSI plays a huge role in behind-the-scenes logistics,” said Cmdr. Travis Miller, NAVSUP FLCSI Site Rota director. “We strive and take strategic action to meet the operational needs of the forward-deployed ships, and in parallel, support the needs of the crew and their families.”

FLCSI is responsible for all material processing, shipping, receiving and woodworking since the Defense Logistics Agency (DLA) turned over their largest warehouse and its responsibilities to NAVSUP in 2020. While everything, including the storage containers for fuels, was built before the arrival of the first DDG to Site Rota in 2014, FLCSI has been investing to improve the support of all operational forces operating out of this base.

“Moving a ship to a new homeport is a very big deal,” said Andrew Benson, the FLCSI executive director, who attended the ceremony. “The new sailors and their families have property that needs to be shipped overseas. They have letter mail and Amazon packages coming into our post offices. We have to figure out how to store more fuel and more parts for the ships. This is what we do at FLCSI;

we sustain the warfighter. This isn’t something that just happens, we’ve been planning for this for a long time to ensure we are ready to support.”

Prior to Oscar Austin’s arrival, the mail center in NAVSTA Rota was at 98 percent capacity for boxes on site. With the arrival of USS Oscar Austin, the estimated growth was 250 new mailboxes. To prepare, NAVSUP FLCSI Site Rota added 360 new mailboxes with plans for a fleet mail center expansion to improve functionally and storage on site.

NAVSUP FLCSI, in conjunction with NAVSUP headquarters, identified a need for more manpower resulting in a proposed increase of 24 additional personnel being added to NAVSUP FLCSI Site Rota to support this growth in mission.

“We’ve had considerable growth in all products and services supporting all customers across the Iberian Peninsula,” Miller said. “The Oscar Austin is the acute eyes on target that is arriving, but the base footprint itself has grown considerably.”

Over the last two years, NAVSUP FLCSI Site Rota has seen an increase of 500 household goods shipping transactions to support new sailors and their families. This number doesn’t include the other increases in manning around the base as new units move in to support the ships.

The arrival of the Oscar Austin and the other DDGs doesn’t impact just Rota; it makes an impact on FLCSI sites around the region as the ships move through their areas of responsibility.

“As these additional ships operate throughout our critical area of responsibility, we are likely to be supporting them from every site across the FLCSI enterprise,” Benson said. “Our wonderful team of logistics professionals is standing by to support the Oscar Austin and all the other DDGs that now call Rota their home as the move throughout the region.” ■

Sustaining the Fleet

“In the Air, on Land, and Sea” is not only the motto aboard USS Tripoli (LHA 7), but also all theaters in which Supply Departments across the fleet are called upon to ensure mission readiness of our naval forces by being able to maintain sustained superior performance and render quality services for the warfighter, which is no little task. More than often we are reminded that every second and every penny counts when it comes to the swift and skillful execution for any supply related evolution. Whether handling the complexity of a port visit to Chinhae, South Korea or more subtle like a reception for the Triad and Distinguished Visitors, our consistency and meticulousness is required with usually no room for error.

When people think about sustaining the fleet, they may picture supplies and provisions. Typical questions like, “How are we going to fix the gas turbines?” or “When are you going to serve more grilled cheese and tomato soup?” are important, but the real heart of fleet sustainment is our people—their hard work, resilience, and dedication. A fine instance of this esprit de corps is highlighted aboard Tripoli during their most recent journey to Naval Base Pearl Harbor, Hawaii. Shortly after Tripoli completed an arduous Selected Restricted Availability and various certifications, the ship was tasked to conduct an emergent Operational Lift for a squadron in the midst of RIMPAC. Hopes of receiving a small break in Operational Tempo quickly diminished, with expectations for the Food Service Division and Retail Services to restock on food and snacks, General Stores and Aviation Supply Divisions on parts, Stock Control Division to promulgate a LOGREQ message, and Hotel Services Division to make accommodations for additional riders in a matter of days for an unexpected port visit.

Although seemingly impossible, the crew worked diligently and met all requirements in support of getting the ship underway. The mission was to moor and expeditiously onload helos, cargo, squadron personnel and possibly partake in a little liberty, then return to execute RE-6 Inspection. Only a few days out, Tripoli experienced an equipment causality, with the mission still at hand the Stock Control Division is called upon to assist with procuring repair parts to resolve the existing causality. In a matter of days, countless hours were expended finding assets to provide repair parts not readily in the Supply System and coordinate delivery to a vessel unable to moor pier side with support from our fellow supply officers along the waterfront and embarking squadron. In tandem, the ship was able to embark the squadron, its aircraft,



dozens of crates/tri-walls of gear and complete additional tasking of hosting 89 Midshipmen in support of ROTC training events. In result the crew RTHP with its Redline casualty resolved, squadron and equipment safely debarked, and a good experience for the future leaders of the fleet, all due proper accounts of sustainment and crew resiliency.

One team can't win a fight alone and what the Supply Corps does best is cultivate relationships that leverage scarce resources to accomplish dynamic missions. Fellow SUPPOs are often the most valuable asset as they are usually one email away to provide support or guidance. Reaching out to fellow SUPPOs or shore support can often shrink what seems like a formidable mountain back into a manageable molehill. Moreover, relationship building does not end with those in uniform as the civilian and contractor workforce provide invaluable support. Whether it's relying on

NAVFAC crane support for an emergent lift requirement during a CMAV or husbanding service support for a reception in a foreign port, maintaining a strong relationship with the individuals in supporting roles should not be underestimated. Professional reputation goes along way so always be ready to answer a call for help because you never know when the tables will turn. While improved funding and better parts availability would certainly help our mission, they're only as good as the engaged, resilient workforce behind them. People win wars and every single person in the Supply Corps can have a direct effect on strengthening and cultivating strong, professional relationships and taking care of the personnel we lead. ■



*Back Row (left to right): LCDR William Peters, LCDR William Buffington, LCDR Aaron Buchanan, LCDR Valens Phanord, LT Sean Murphy, LT Yunfeng Xie, LT Caleb Cobb
 Middle Row (left to right): LT Antonio Biondo, CDR Richard Rodríguez, CDR Christopher Lewis, CAPT Catherine Krakuszeski, CDR James Burns, LCDR Kristina Parmenter
 Front Row (left to right): LTJG Brandon English, LCDR Leslie Clark, LT Tom Ruane, LT Armando Delvalle Marquez, LCDR Anthony Hinds*

Navy Supply Corps Officers at Camp Lemonnier, Djibouti, Africa, met on 03 September 2024 at the Combined Joint Task Force – Horn of Africa (CJTF-HOA) to discuss Supply Corps Foundation goals and priorities for fiscal year 2025, in addition to career development and supply community goals and focus for 2025. Supply Corps Officers in Djibouti are comprised of active duty and reserve officers on Individual Augmentee orders, ranging from 6-months to 1-year plus, assigned to support CJTF-HOA, Camp Lemonnier Djibouti, Defense Logistics Agency and Camp Titan, supporting joint operations throughout Africa.

Camp Lemonnier provides, operates and sustains superior service in support of combat readiness and security of ships, aircraft, detachments and personnel for regional and combatant command requirements; and enables operations in the Horn of Africa while fostering positive U.S.-African Nation relations. Camp Lemonnier is a U.S. Navy led installation operated by Commander, Navy Region Europe, Africa, Central via U.S. Naval Forces Africa and Commander, Navy Installations Command. <https://cnreurafcnt.cnic.navy.mil/Installations/Camp-Lemonnier-Djibouti/>

The East Africa Counterterrorism Operation seeks to disrupt, degrade, and deny victory to al-Shabaab and ISIS-Somalia in Somalia and neighboring countries. USAFRICOM said that its desired end state in East Africa “is one in which terrorist organizations are not able to threaten the U.S. homeland, U.S. persons, international allies or destabilize the region.” ■

NSCS graduates BQC 3rd Battalion Echo and Foxtrot Companies

By: Jessica Nilsson

Navy Supply Corps School, Public Affairs

On Friday, Sept. 20, the Navy Supply Corps School proudly celebrated the graduation of Class 24-030's Echo and Foxtrot Companies, marking their official transition to the fleet. During the intense 20 weeks of instruction, these 64 students honed their skills in Navy Supply, mastering everything from logistics and supply management to leadership and food service operations, ensuring they are "Ready for

Sea!" and well-prepared to make an immediate impact in the fleet.

The guest speaker, Commander, NAVSUP Weapons Systems Support RDML Kristin Acquavella, commended the graduates for the maturity and experience they bring to their future assignments. She emphasized their strong esprit de corps and competitive spirit, noting that "3rd Battalion plays to win."

As the graduates prepare to embark on their Navy careers, they carry with them the knowledge and determination to show the fleet "what right looks like," strengthening the Navy with their skills and dedication.

Several students were recognized for their outstanding achievements:

Honor Graduate:
ENS Keith Baker

Scott Spencer Food Service
Excellence Award:
ENS Keith Baker

Supply Management
Excellence Award:
ENS Keith Baker

Leadership Management
Excellence Award:
ENS Deke Slaton

Defense Finance and Accounting
Service Excellence Award:
ENS Brendan Kendrick

Navy Exchange Service
Command Ship's Store Award:
ENS Tawny Dee Mendiola

Navy Supply Corps
Foundation Leadership
Awards:
Echo Company:
ENS Maia Boyd

Foxtrot Company:
ENS Marion Farrales

Military Officers Association of
America Professionalism Award:
ENS Nakosha Embry

Navy League Honor, Courage,
and Commitment Award:
CWO2 Ariel Coley



RDML Kristin Acquavella salutes as she is piped aboard at the start of Class 24-030's graduation exercises at the NSCS on Sept. 20, 2024.



Above: ENS Jacob Schroeder embraces a classmate as they celebrate their graduation from the BQC.



Left: Graduates and a family member from Echo and Foxtrot Companies pose for family members after graduating from the NSCS BQC on Sept. 20, 2024.



Below: (l-r) NSCS Commanding Officer T. Richie Jenkins, Honor Graduate ENS Keith Baker, and RDML Kristin Acquavella pause to commemorate ENS Baker's award.



RDML Kristin Acquavella speaks to the NSCS graduating Class 24-030 Sept. 20, 2024.

DIVOLC Teaches NSCS Students Teamwork Under Pressure

By: Jessica Nilsson
NSCS PAO



Students from 3rd Battalion participate in the Reverse Pyramid Build during the Division Officer Leadership Course.

How do Navy Supply Corps officers learn to work together under high-pressure situations? Classrooms may provide the necessary foundational knowledge, but additional magic happens through hands-on teamwork exercises designed to push future officers to their limits.

NSCS instructor LT Jake Williamson recently presented such a challenge to 3rd Battalion Echo and Foxtrot Companies during their 5-day Division Officer Leadership Course (DIVOLC) – the final BQC course before graduation. DIVOLC provides junior officers with the necessary tools to be successful leaders at the Division Officer level. They are taught to be proficient in five competencies: 1. Accomplishing the Mission, 2. Leading People, 3. Leading Change, 4. Working with People, and 5. Resource Stewardship.

LT Williamson's "Reverse Pyramid Build" is a deceptively simple challenge that helps teach students those competencies. The task requires the use of teamwork and resilience as participants work together to build the tallest pyramid possible out of plastic cups, starting with the top level of a single cup. Though accomplishing this mission sounds straightforward, the fragile pyramid's tendency to collapse forces participants to adapt and manage failure, while learning valuable lessons about patience, communication, and cooperation.

More than just a physical challenge, the Reverse Pyramid Build also requires mental agility and adaptability. Participants must be open to and lead change by constantly refining their strategies, solving problems on the fly, and most importantly, bouncing back from failure. Each collapse isn't a setback — it's an opportunity to adjust and improve.

What makes this challenge unique is its emphasis on sharing success. Team members are encouraged to work with each other to exchange tips, strategies, and resources. The message is clear: Helping others succeed only strengthens the larger team. This focus on collaboration over competition drives home a crucial lesson that participants will carry with them throughout their Navy careers.

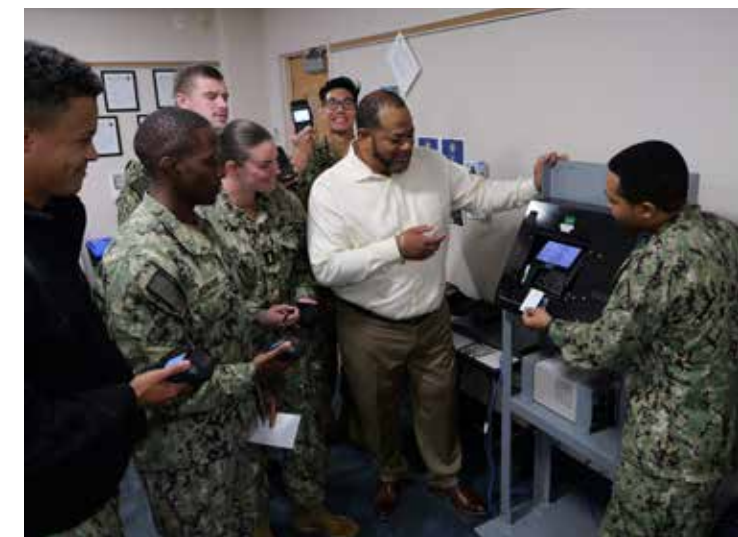
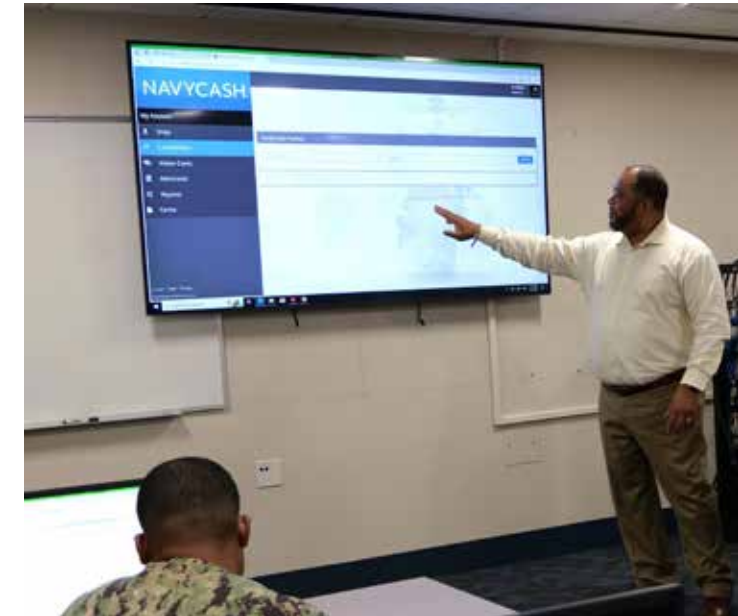
The Reverse Pyramid is not a game; it's a practical demonstration of the leadership, resilience, and teamwork that define Navy Supply Corps officers. Through experiences like this, these young officers are learning to navigate setbacks, trust their teams, and thrive under pressure — skills that are critical to success in the Navy and beyond. ■

Navy Supply Corps School Basic Qualification Course Welcomes Navy Cash Representatives from Fleet Logistics Center and Science Applications International Corporation

By Lt. Erin Towne, Disbursing Management BQC Instructor, Navy Supply Corps School

In an effort to enhance the education of future supply officers, the Disbursing Management team at the Navy Supply Corps School (NSCS) in Newport, Rhode Island, has recently kicked off a new initiative to better equip new Supply Corps officers with the skills and knowledge required to support the operational readiness of the fleet. The team aims to integrate subject matter experts into the classroom to provide hands-on experience with the systems the students will work with out in the fleet. Each Basic Qualification Course (BQC) class will have the opportunity to learn from these experts.

Recently Navy Cash Fleet Logistics Center (FLC) representatives Andy Yager and Hugh Chin and Science Applications International Corporation (SAIC) Integrator Schanen Wiley came to the schoolhouse to discuss Navy Cash and the critical role it plays in financial management aboard naval vessels. The Navy Cash program is a vital element of the Navy's financial ecosystem, streamlining monetary transactions onboard ships and reducing the need for cash handling. With seamless digital payment systems, Navy Cash helps safeguard the



Top: Navy Cash Fleet Logistics Center (FLC) representative Hugh Chin walks students through the Navy Cash program during his visit to the schoolhouse.

Bottom: Navy Cash Fleet Logistics Center (FLC) representative Hugh Chin shows students how a shipboard ATM works.



financial interests of Sailors and ensures efficient financial operations. The FLC and SAIC representatives' visits offered an in-depth overview of the system's implementation, troubleshooting equipment, and operational impacts, further emphasizing the importance of supply officers in overseeing shipboard disbursing operations.

During the briefs, the representatives highlighted the following key aspects:

1. System Overview: Navy Cash integrates electronic banking and payment systems onboard ships, offering Sailors secure access to their funds without the need for traditional cash.
2. Operational Support: The supply officers were briefed on how to manage the Navy Cash system aboard their ships, with practical tips on preventing and troubleshooting common issues, managing accounts, and ensuring smooth operations during deployments.
3. Security Measures: Emphasis was placed on the importance of cybersecurity and safeguarding personal information, which supply officers will be responsible for in their roles.
4. Real-World Application: Several case studies were presented to demonstrate how Navy Cash has benefited ships during extended deployments, reducing the administrative burden and increasing operational efficiency.

The students were also briefly introduced to the new Navy Cash 2.0 system, also known as "Eagle Cash." Talk on major equipment changes, what to expect for installation, and general operability of the new system were provided as a baseline to better prepare students, because most will go through the upgrade at some point during their tours.

For BQC students, these visits will provide a valuable opportunity to gain firsthand knowledge of one of the financial systems they will encounter in the fleet. The sessions will also include the chance for students to ask detailed questions about the challenges they might face. They will also be provided with tangible practice with the different facets of the Navy Cash system.

This and future visits exemplify the NSCS's commitment to fostering a strong foundation in both technical skills and operational awareness for future Navy supply officers, ensuring they are ready to meet the demands of the fleet from day one.

Stay mission-ready, stay informed, and make the most of every learning opportunity. ■

Above: Navy Cash Fleet Logistics Center (FLC) representatives Andy Yager and Hugh Chin and BQC Class 24-030: Foxtrot Company.



SUPPO in the Spotlight: CDR Melissa Flynn

Supply Officer on the USS Boxer (LHD-4)

By Jessica Nilsson, Navy Supply Corps School Public Affairs Officer

Maryland native Cmdr. Melissa Flynn's journey into the Navy Supply Corps was sparked by a pivotal moment in her early career. "I started my career as a teacher," she recalls. "My first year of teaching was September of 2001. The second week of school, 9/11 happened, and from that moment on, patriotism and a desire to serve my country became my new calling in life." After exploring various career paths within government service, a suggestion that "it's not too late to join the Navy" changed the course of her life forever.

Flynn's attraction to the Supply Corps was grounded in her meticulous financial management skills. "I am one who knows where every penny I have is, so supply seemed right up my alley," she explains. Nearly two decades into her naval career, she affirms, "I have never regretted changing careers and signing up to serve in the U.S. Navy."

Navigating deployments has been a significant challenge for Flynn, a self-described planner. "The uncertainty of our schedule turns into a juggling act," she admits. "I am constantly planning for three different COAs (Courses of Action), knowing that a fourth COA is what we will end up with!" Overcoming these challenges hinges on teamwork. "Being a supply officer is not a one-man show," she emphasizes. "I am proud to lead a Supply Corps team that works together and recognizes each other's strengths."

Flynn fosters a sense of camaraderie within her department, referring to them as a team or family. She has instituted "Supply Family Dinners" aboard her current ship, USS Boxer (LHD 4), a weekly tradition that combines camaraderie with professional development. "It's the only time in the week we all sit together in the Wardroom, enjoying each other's company and getting to know each other on a personal level instead of only discussing work," she shares.

Reflecting on her operational tours, Flynn finds intrinsic reward in overcoming logistical challenges. "The engineers or technicians get the credit for fixing the system, but there is reward in knowing SUPPO got them the part," she remarks. Her most fulfilling moments stem from the relationships built and the shared experiences with her team aboard ship.

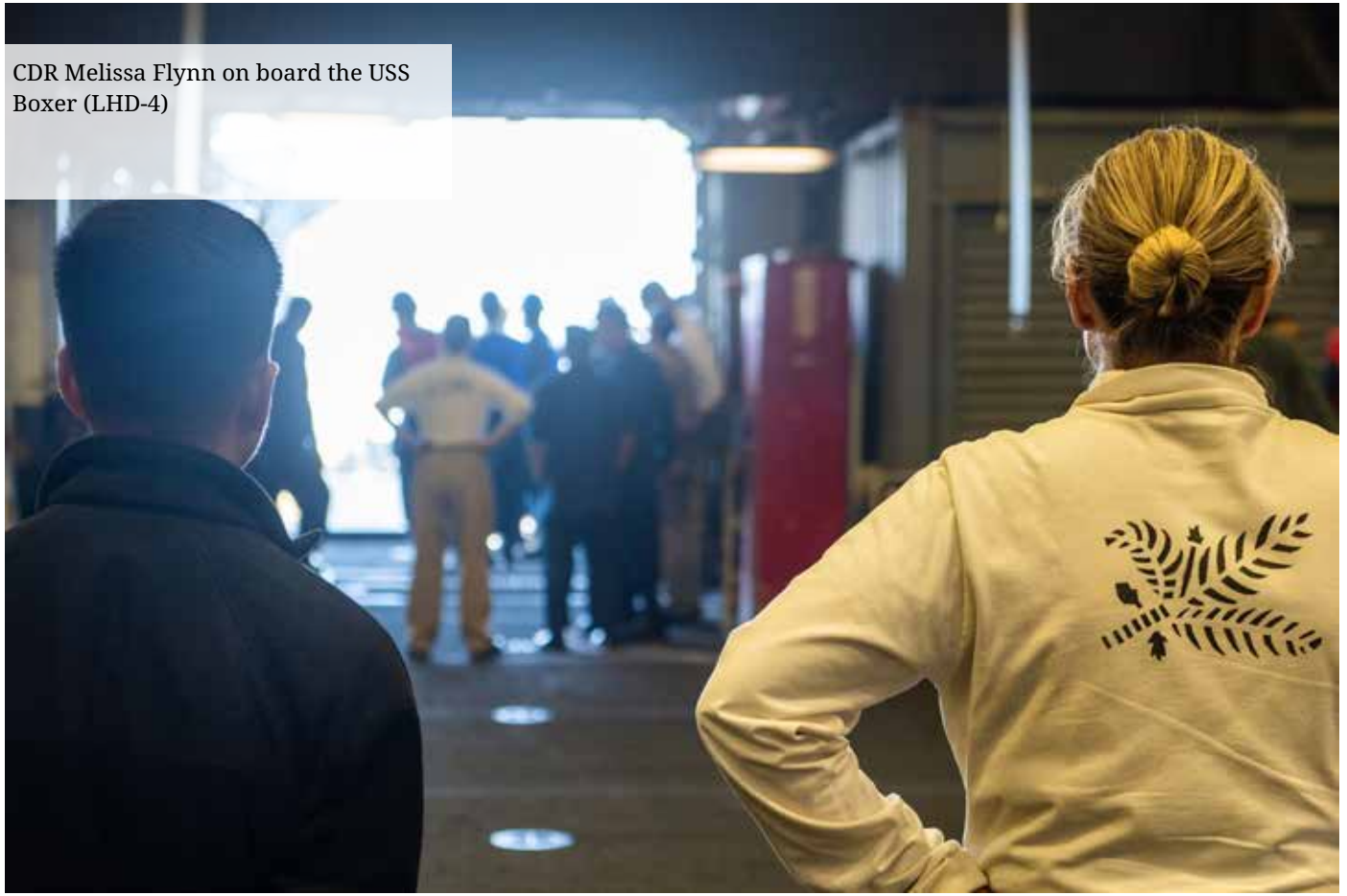
In summarizing her approach to leadership and service, Flynn advises, "Be comfortable being uncomfortable, and push yourself to be better every single day." She also emphasizes the importance of building relationships, taking care of your Sailors, and letting your record speak for itself.

Flynn holds a Bachelor of Science from Towson University, a Master of Science from Johns Hopkins University, and an MBA in Acquisition and Contract Management from the Naval Postgraduate School. Commissioned in 2006 through Officer Candidate School, her Naval career has encompassed diverse operational and shore assignments, including notable roles aboard USS John Paul Jones (DDG 53), USS Monterey (CG 61), and currently as the Supply Officer of USS Boxer. Her next assignment will be as the executive officer of the Navy Supply Corps School in Newport, Rhode Island.

Flynn exemplifies dedication, leadership, and a commitment to excellence within the Supply Corps, embodying the Navy's core values through her service and achievements.



CDR Melissa Flynn serving dinner in the galley on board the USS Boxer (LHD-4)



CDR Melissa Flynn on board the USS Boxer (LHD-4)



CDR Melissa Flynn on board the USS Boxer (LHD-4)



USS Boxer (LHD-4).

COUNTRY ROLL CALL

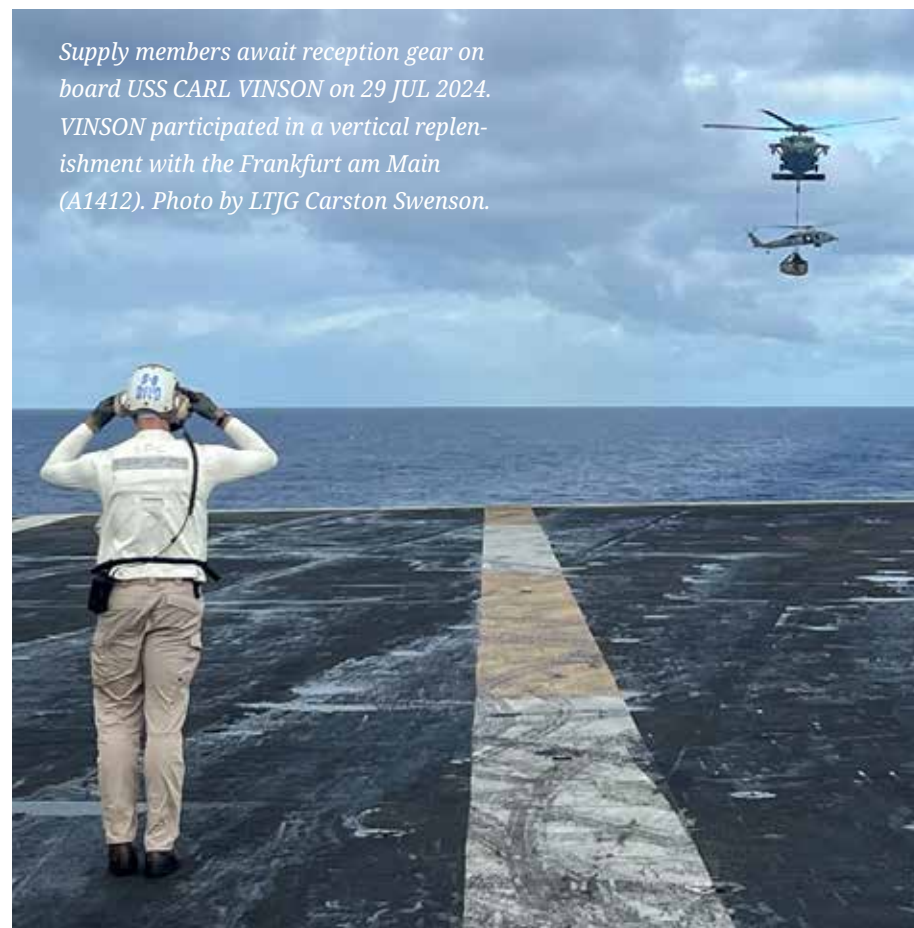
International partners showcased their respective cultures during the BIG TOP Reception. LT Dearing from VINSON Supply team lead the charge in coordinating 14 country booths. Each booth exhibited unique food and drink selections and were hosted by partner nations: bruschetta from Italy, tacos from Mexico, and a fan favorite Saki from Japan. Nothing brings the world together like food! Guests enjoyed live music, remarks from RIMPAC leadership, tours of the flight deck, and hors d'oeuvres in all three hangar bays. Want something a little closer to home? VINSON Supply took care of that, too. Not only did VINSON cater food for the event, the prominent display was the handmade carrier cake designed and created by the S-2 division. Sharing food together strengthens relationships like no other; VINSON Supply provided the venue, food, and décor to foster these relationships.



Distinguished guests and visitors roamed all three Hangar Bays interacting with each country's booths. Photo by MC1 Marcus Stanley

THE PREPARATION

America's Favorite aircraft carrier USS CARL VINSON (CVN 70) hosted 29 countries and over 1,000 visitors for the closing BIG TOP reception to end the Rim of the Pacific (RIMPAC) military exercise in Pearl Harbor. How does one prep for such a big reception? You sit back, relax, and allow VINSON Supply to take the lead. From completing a vertical replenishment with Germany's Frankfurt am Main to coordinating crane ops, VINSON's Supply team came prepared. Supply spent months planning the Hangar Bay layout, coordinating food vendors, and unloading reception gear. As they always say, "Have you asked Supply?"



Supply members await reception gear on board USS CARL VINSON on 29 JUL 2024. VINSON participated in a vertical replenishment with the Frankfurt am Main (A1412). Photo by LTJG Carston Swenson.



CVN 70's color guard presents arms during the BIG TOP reception's opening ceremony. The reception opened with a speech from ADM Paparo celebrating the importance of the completed RIMPAC exercises. Photo by MC1 Marcus Stanley.

THE IMMACULATE RECEPTION

The reception celebrated the completion of the largest RIMPAC to date with over 25,000 military participants. The 29 countries came together for one last time before resuming the watch. The reception highlighted the importance of allied relations in striving towards one common goal: maintaining international freedom throughout the seas. The red carpet shined, our microphones boomed, and a feast was enjoyed as six long weeks of operations came to a successful completion. VINSON Supply celebrated the night by doing what we do best: cleaning up and unloading stores the next morning at 0600. VINSON Supply takes pride in the Supply Corps' most coveted trait: being Ready For Sea.

Air Boss Visits NAVSUP WSS to Discuss Readiness and Future Challenges

Courtesy story

Vice Adm. Daniel L. Cheever, commander, Naval Air Forces, visited Naval Supply Systems Command Weapon Systems Support (NAVSUP WSS).

During a town hall with the work force, Cheever emphasized the pivotal role of logistics in fleet readiness and discussed how the logistics team's efficiency directly impacts the navy's operational capabilities around the globe.

"Warfighting readiness is critical to the success of our naval aviation forces, and NAVSUP WSS is providing end-to-end supply chain integration across the Naval Aviation Enterprise," said Cheever. "Through innovations such as AVCAL Wholeness, we are prepared to preserve the peace, respond in crisis, and win decisively in combat."

Cheever articulated his guiding principles, which include delivering combat-ready forces and fostering an agile, all-domain naval aviation force. He stressed the importance of prioritizing warfighting and the professional development of warfighters, while maintaining safety and morale.

"Through the construct of the CNO NAVPLAN, our mission is aligned to the Naval Aviation Enterprise North Star of preparing combat ready naval air forces by 2027," said Capt. Anthony Bannister, NAVSUP WSS director of aviation operations. "As we sustain the navy and Marine Corps aviation team, hearing the operational perspective provides our work force with a greater sense of purpose, context and relevance as we posture for strategic competition."

In his concluding remarks, Cheever reaffirmed the direct link between logistics and air superiority.

"Collaboration across the supply chain is critical to winning," said Cheever.

NAVSUP WSS provides the U.S. Navy, Marine Corps, and allied forces the program and supply support for the weapon systems that keep naval forces mission ready. With locations in Philadelphia; Mechanicsburg, Pennsylvania; Norfolk, Virginia; and Tucson, Arizona, NAVSUP WSS manages operational readiness for almost 300 deployable ships, 92 submarines, and 3,700 aircraft worldwide. ■



NAVSUP Business Systems Center Deploys Custom Software Solutions Capability

By James Foehl, Public Affairs

NAVSUP BUSINESS SYSTEMS CENTER



(NAVSUP) Business Systems Center (BSC) established the Modernization Solutions department, August 25, to provide custom software solutions supporting the readiness of Navy supply chain information systems.

“Integrating software development, security, and ‘real-world’ operations (DevSecOps) is a complex challenge that requires our complete attention as we adapt to and stay current with this evolving capability,” said Capt. Juan Carlos Uribe, commanding officer, NAVSUP BSC. “By establishing a dedicated team chartered to work across business areas, foster a digital culture, and help develop solutions using this integrated approach, we will gain numerous advantages and be able to deploy software more rapidly. This is yet another example of how NAVSUP BSC is thinking, acting, and operating differently.”

Personnel assigned to the department are responsible for modernization efforts utilizing platforms, services, and automations that enhance security and agility while accelerating time-to-market for software solutions at NAVSUP BSC.

The department is organized into three divisions that perform separate functions and tasks.

The Custom Platforms and Services division researches, develops, and implements essential tools, techniques, and procedures for DevSecOps, continuous integration and continuous deployment (CI/CD) pipelines, and service-oriented architecture (SOA).

“These employees foster a more agile and responsive development process, effectively addressing the Navy’s evolving needs,” said Ryan Celesnik, director, Modernization Solutions department. “Promoting DevSecOps will integrate security throughout the software development lifecycle, encourage continuous monitoring, and enhance resilience while minimizing risk. Partnering on the integration and implementation of CI/CD pipelines is crucial to this initiative, as they will automate and streamline code integration and delivery, improve software quality, and shorten deployment times. Additionally, our SOA will boost modularity and scalability, resulting in more flexible and adaptable solutions that enhance overall readiness.”

The Enterprise Platforms division will provide no-code/low-code platforms designed to enhance agility and accelerate time-to-market for enterprise-wide solutions. They provide guidance, best practices, and governance to ensure platform-based solutions are developed efficiently and aligned with organizational and industry-best practices and standards.

“This will allow citizen developers and platform team members to quickly design and deploy software solutions in response to changing business needs,” said Celesnik.

The Robotic Process Automation (RPA) division will automate repetitive, rule-based tasks to increase efficiency and accuracy.

“Deploying RPA bots will accelerate completion of high-volume processes, reduce human errors, and cut operational costs,” said Celesnik. “We can integrate seamlessly with existing systems and applications, which makes it a powerful tool for optimizing processes to evolve with changing business needs.”

Since 1962, NAVSUP BSC’s workforce has evolved to ensure information systems, processes, and architecture

meet the changing business requirements of Navy logistics, supply chain management, transportation, finance, and accounting.

“Often, our changes are subtle and transparent to the Navy, but periodically a more radical change is needed to keep pace with the private sector,” said Brian Zirbel, executive director, NAVSUP BSC. “This is the first major reorganization since 2013 and will have a profound positive impact on the logistics and financial business systems we design, develop, and sustain for the Navy.”

NAVSUP BSC provides the Navy with information systems support through the design, development, and maintenance of systems in the functional areas of logistics, supply chain management, transportation, finance, and accounting and is one of 11 commands under Commander, NAVSUP. ■

For more information about NAVSUP BSC, visit <https://www.navsupsup.navy.mil/NAVSUP-Enterprise/NAVSUP-Business-Systems-Center/>.

NAVSUP Vice Commander gets first-hand look at FLCJ

By Tyler Grimes, NAVSUP FLC JACKSONVILLE

Kurt Wendelken, Naval Supply Systems Command (NAVSUP) Vice Commander, visited Fleet Logistics Center Jacksonville (FLCJ) to learn more about the organization and its operations Sept. 16 to 18, 2024, at Naval Air Station Jacksonville, Florida.



The most senior-level Navy civilian in NAVSUP had the opportunity to see how FLCJ operates and the unique nature of its mission in the southeast. Wendelken's visit began with a command briefing led by Capt. Matthew Bolls, NAVSUP FLCJ Commanding Officer, to highlight the various roles and responsibilities of the FLCJ team.

The team also had a chance to hear from the Vice Commander on the NAVSUP perspective. In addition to meeting with the FLCJ leadership team, Wendelken participated in an all hands meeting with FLCJ employees from the Jacksonville area where he answered a variety of questions about career progression, NAVSUP operations and his insights as a senior executive in the Navy.

"It is vitally important that NAVSUP's executive leaders get out of the headquarters and see our teams in action providing vital support to the fleet, our Sailors, their families and the civilian workforce," Wendelken said. "It is very challenging to understand how we can improve our support to the fleet without putting eyes on the fleet."

During the three-day visit, Wendelken also toured some of FLCJ's facilities at NAS Jacksonville and at Naval Mayport, Florida, to see up close how the team does the Navy supply mission every day.

"As Navy's end-to-end supply chain integrator, Navy depends on NAVSUP to sustain the force," Wendelken said. "The team at NAVSUP FLC Jacksonville plays a critical role in accomplishing that mission"

The visit to FLCJ wrapped up with a tour aboard the USS The Sullivans (DDG-68) to meet with the ship's leadership and supply personnel.

"It was great to have Vice Commander Wendelken here at FLCJ," Capt. Bolls said. "Seeing the uniqueness of our organization first-hand and meeting our outstanding team is so important to building connective tissue with our leadership at NAVSUP headquarters. Profuse thanks to our FLCJ team for making the Vice's visit a success, clearly demonstrating why we are the number one FLC in the world."

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