

THE NAVY SUPPLY CORPS Newsletter



Winter 2024



2023



SUPPLY CORPS SENIOR LEADERSHIP SYMPOSIUM





A Message from the Chief of Supply Corps

This issue covers a range of topics from across our community and was informed by topics you asked to read about in our recent reader survey.

I charged the team last summer to look hard at the Supply Corps Newsletter and come up with ideas to ensure it remains relevant, informative, and inclusive across our entire community. In the coming months, we will update you about the changes you – our readership – asked for. Our intent is to enhance the reader experience, while remaining committed to community coverage.

World events continue to demonstrate the critical role our Navy plays in national security. NAVSUP and the supply community are vital to Navy carrying out this mission.

K. W. Epps
RADM, SC, USN



NEWS FROM THE Command Master Chief

Military service demands unwavering dedication, sacrifice, and resilience. While the focus often centers on mission accomplishment and unit cohesion, the importance of self-care cannot be overstated. In the high-stress environment of military life, prioritizing mental, emotional, and physical well-being is not just beneficial—it's essential. Let's explore why self-care is crucial for military personnel and how embracing it can enhance readiness, effectiveness, and overall quality of life.

1. Mental Health and Resilience: The rigors of military life can take a toll on mental health. Deployments, combat exposure, separation from loved ones, and the constant demand for high performance can lead to stress, anxiety, and depression. Practicing self-care techniques such as mindfulness, seeking counseling when needed, and maintaining healthy coping mechanisms can bolster resilience and help service members navigate challenging situations with greater ease.

2. Physical Well-Being: Physical fitness is a cornerstone of military readiness, but it goes beyond meeting PT standards. Proper nutrition, adequate rest, and injury prevention are equally vital components of self-care. Regular exercise not only strengthens the body but also releases endorphins, improving mood and cognitive function. Prioritizing sleep hygiene and addressing injuries promptly can prevent burnout and enhance performance on duty.

3. Building Stronger Connections: Military life often involves frequent relocations and deployments, which can strain relationships with family and friends. Practicing self-care involves nurturing these connections and maintaining open lines of communication. Spending quality time with loved ones, whether through video calls during deployments or family outings during downtime, strengthens support networks and provides vital emotional sustenance.

4. Combatting Stigma: In a culture that values toughness and resilience, seeking help for mental health issues can be perceived as a sign of weakness. However,

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NEWSLETTER

Winter 2024

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CARRIER IN THE NAVY



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Culinary Specialist 3rd Class Yuying Liu, left, assigned to Airborne Command and Control Squadron (VAW) 123, and Culinary Specialist 3rd Class Haiwen Wu, left, assigned to Pre-Commissioning Unit John F. Kennedy (CVN 79), place Cornish hens on the entrée plates during the 2023 American Culinary Federation (ACF) National Convention in New Orleans, July 17, 2023. Liu and Wu were selected to represent the entire armed forces and compete in the Student Team Chef of the Year event during the ACF. *—photo by Mass Communication Specialist 2nd Class Richard Anglin*

Essex Culinary Specialist Headed to Olympics

By Petty Officer Second Class Richard Anglin

Culinary Specialist 3rd Class Larry Burns, a native of Louisville, Kentucky, assigned to the amphibious assault ship USS Essex (LHD 2), and a team of Navy chefs participated in the 2023 American Culinary Federation Student Team of the Year cooking competition in New Orleans, Louisiana, July 17, 2023.

The competition featured students from culinary schools across the nation and included a U.S. Navy team comprised of six Sailors stationed in Virginia and California. Burns and his team were invited to compete in the American Culinary Federation competition in Washington, D.C., following their first-place overall performance at the Joint Culinary Training Exercise in March 2023, where they were named Armed Forces Student Team of the Year.

“It was really impressive watching him go from best in the region, to best in the Navy, then best in the armed forces,” said Chief Warrant Officer 3 Jeremy Domagalski, Essex’s food service officer. “After all that, they were selected to compete in the American Culinary Federation competition, which set them against all the best culinary schools from across the United States competing at the highest levels.”

The Navy team first met each other during the Joint Culinary Training Exercise, and later prepared for the American Culinary Federation competition together at the McLaughlin Joint Culinary Center of Excellence, the military’s cooking school at Fort



Culinary Specialist 3rd Class Larry Burns, assigned to amphibious assault ship USS Essex (LHD 2), garnishes a compressed melon salad with micro greens during the 2023 American Culinary Federation (ACF) National Convention in New Orleans, July 17, 2023. Burns and his team were selected to represent the entire armed forces and compete in the Student Team Chef of the Year event during the ACF. *—photo by Mass Communication Specialist 2nd Class Richard Anglin*

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Gregg-Adams, previously known as Fort Lee in Virginia. The chefs spent days practicing to prepare their dishes and work cohesively as a team.

“Working with my team was great,” said Burns. “We have a lot of really strong personalities, but I feel like we were able to come together when it meant the most.” Burns explained that his philosophy when cooking is focusing on doing the little things perfectly because that technical mindset will prepare you for bigger things.

Culinary Specialist 1st Class DeR-hon Finch, the team manager for the Navy team at the American Culinary Federation, assigned to USS Mustin (DDG 89), emphasized Burns’ determination and recalled his experience with Burns leading up to the competition.

“He’s a very strong-minded person; he knows what he wants and what his expectations are,” said Finch. “If he sets his mind to something, then it’s going to get done.”

Following the competition, Burns was recognized for his performance and dedication among his peers, and was selected to represent the U.S. Navy in the upcoming Culinary Olympics, the largest international event of culinary arts.

Burns will have the opportunity to compete in the Culinary Olympics in Germany in February of 2024.

“I am extremely blessed to have this opportunity,” said Burns. “I plan to represent my country, USS Essex, and Louisville, Kentucky, in excellence.”

Essex is dry docked in San Diego conducting a maintenance period to upgrade and refurbish many key systems aboard.

For more news from USS Essex, follow us on Facebook, and Instagram at <https://www.facebook.com/USSESSEX>, https://www.instagram.com/ussessex_lhd2/, https://mobile.twitter.com/USSEssex_LHD2 or visit <https://www.surfpac.navy.mil/lhd2>. 🌟

USS George Washington – The Most Interesting Carrier in the Navy

By Lt. Bryce Dowling

READINESS DIVISION OFFICER, USS GEORGE WASHINGTON

“The most interesting carrier in the Navy.” That is how Cmdr. Josh Millner described USS George Washington (CVN 73) to me during our first phone call. As the incoming supply officer, his challenge was akin to a coach preparing for the playoffs: build a team of logisticians within one year capable of transforming a shipyard CVN—with nearly seven years of atrophied warfighting barnacles—into America’s most lethal forward-deployed 7th fleet asset.

“Win the Super Bowl,” to draw a comparison. The regular season, of course, involves an abbreviated workup cycle before 90 days of independent steaming around the horn of South America through the Strait of Magellan.

This includes supporting cyclic flight operations (sporting new F-35Cs) while executing several seldom-tested foreign port calls without subsistence prime vendor support, untested CVN husbanding support and sparsely scheduled replenishments-at-sea (RAS). No Hazardous Materials (HAZMAT) refills, no local vendor protein, no stock reorders, no mail, and no retrograde offload. The closest Advanced Traceability and Control node (for primarily repairable parts) is Guantanamo Bay, with USNS John Lenthall (T AO 189) as the sole lifeline underway. Clearly, this is to be a stress test of operational logistics planning and execution. Given today’s tense geopolitical climate, relieving USS Ronald Reagan (CVN 76) in the Pacific at peak readiness is a no-fail mission.

In the ardent eyes of a junior supply officer, joining the starting lineup of such an adventure seemed the opportunity of a lifetime. While the spreadsheets and ledgers of supply professionals can sometimes seem abstract, this problem set is as tangible as it



The Nimitz-class aircraft carrier USS George Washington (CVN 73), Ticonderoga-class guided-missile cruiser USS Leyte Gulf (CG 55), the Queen Elizabeth-class aircraft carrier HMS Prince of Wales (R 09), and logistics supply ship BRF Jacques Chevallier (A 725) sail in formation during interoperability training in the Atlantic Ocean demonstrating partnership and commitment in the maritime domain, Nov. 3, 2023. George Washington is underway in support of carrier qualifications. –photo by Mass Communication Specialist 2nd Class Nicholas Russell

is daunting. With the ship just returning from a Refueling Complex Overhaul (RCOH), the prospect of rapidly building a division of Sailors from the ground-up to support the mission demands flexing a unique set of leadership muscles. In short, it sounded like a fun tour.

It did not take long, however, after stepping across the brow of the good ship George Washington to recognize the odds stacked against us. For a vessel emerging from a comprehensive shipyard period, the material condition of its spaces lacked considerable luster. Storerooms were in varying states of disarray, ranging from dilapidated and

disorganized to entirely unusable. Zone inspections revealed countless unfinished jobs dating as far back as summer 2017, with a compounding Board of Inspection and Survey (INSURV) to-do list growing each day. Many areas were not properly closed out during the overhaul (some storerooms still had shipyard worker equipment laying on the deck), leaving half-finished supply spaces lingering under another department’s administrative custody – and vice versa – until eventually caught during maintenance review. Because of the urgency to return George Washington to the fleet, these conditions became accepted as the norm across

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Aviation Boatswain's Mate Aircraft Handling 1st Class Daniel Booth from Greenville, New Hampshire, assigned to V-1 division in air department, handles an F-35C Lightning II, from Strike Fighter Squadron (VFA) 147, on the flight deck of Nimitz-class aircraft carrier USS George Washington (CVN 73) Dec. 5, 2023. George Washington is underway in support of carrier qualifications. –photo by Mass Communication Specialist 3rd Class August Clawson

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the ship, and eventually became known as the “RCOH standard.”

The consequences of this standard also had profound effect on the mindset of the crew, most notably its junior members. Consider the scenario: you are a newly frocked Seaman who experienced boot camp during COVID-19 and have been onboard for a year. Each day you walk to your storeroom for cleaning stations and notice the same broken valve or corroded pipe, but they are never fixed. You are told Air Department used to own this space, but Supply will be taking it over moving forward. The Navy then accepts the ship back into active service and your chief tells you it's time to get serious before

the first underway. What standards would you hold? What does “right” look like to you? What questions would you bother to ask? Many crewmembers referred to this as the “RCOH mindset.”

Suffice it to say, morale varied sharply Sailor to Sailor. In order to make it to the playoffs, George Washington Supply would have to start with breathing new life into its crew and shatter the RCOH standard and mindset.

In September, Supply programs still existed in their nascent stages, desperately starting to sprout during the new fiscal year like fresh grass reemerging from shipyard tundra. Daily processes, training events,

regular reports, and other routine requirements struggled to gain momentum in the hands of inexperienced, undermanned divisions that had either never known the standards of a seagoing Supply Department, or were too long removed from one to remember.

“It's all about buy-in,” according to Master Chief Logistics Specialist Horace Young, Supply Leading Chief Petty Officer. “The ship is only as good as those who fight it. Once the Sailors are able to employ their skills in rate, it will be a wake-up call.” He knew the greatest opportunity to spark the fires of change would be at sea – not as a 100,000 ton office building, but as a warship.

By the time George Washington went to sea in October for the second time since her redelivery, only half a year until her grand voyage, Millner's contagious motivation ethos had spread across readiness and service divisions alike. The team was hungry for real-world supply operations.

Thus, when the whole of Supply gathered in the hangar bay on the eve of George Washington's first RAS in nearly a decade, the atmosphere was like a supercharged locker room before the first game of the season. Hours later each Sailor had taken up their posts at aircraft elevators, forklifts, and pallet-jacks, bristling with anticipation as the boatswain's mates began rigging lines between George Washington and a French supply vessel.

When pallets first began to careen along the zip line towards the hangar doors, waves crashing against the hull as both ships bobbed up and down, the looks on the Sailors' faces were picturesque. One-by-one the realization dawned: this was *real*. This was not shipyard paperwork. This was not issuing new uniforms, nor an INSURV checklist, nor any quotidian clerical duty. This was actual mission support, a prelude to SUPPO's vision for Southern Seas 2024, and a mere *fraction* of what was to come.

The ardor with which Supply personnel moved pallets and organized stores that day pervaded the remainder of the underway. Our department secured its first big win, and celebrated with a delicious Sunday brunch off the Virginia Capes.

This momentum carried through Thanksgiving into the next major milestone: the Navy's first cyclic flight operations with

An F-35C Lightning II, assigned to Strike Fighter Squadron (VFA) 147 fuels on Nimitz-class aircraft carrier USS George Washington (CVN 73), Dec. 12, 2023. George Washington is underway in support of future operations. -photo by Mass Communication Specialist 2nd Class Nicholas Russell



the F-35C in the Atlantic. Carrier Air Wing SEVEN (CVW 7) embarked for 141 sorties, 67 day-traps, 17 night-traps, and weeks of unending mission support challenges exacerbated by this new platform. George Washington Supply did not have time recall to RCOH anachronisms; it was too focused on keeping state-of-the-air aircraft in the air while sustaining over 1,200 carrier wing personnel onboard.

Prior to getting underway, supply readiness received an enormous Aviation Consolidated Allowance List loadout that included a new F-35C Afloat Spares Package. The size and scope proved to be another shock for shipyard Sailors' expectations; in fact, simply ingesting the seemingly endless swathes of pallets was an eye-opening experience. Store-room consolidation, requisition tracking, retrograde management, and HAZMAT range/depth were all pushed to the limit even before departing the pier.

From the shipboard services perspective, these evolutions were excellent litmus tests

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An F/A-18E Super Hornet assigned to Strike Fighter Squadron (VFA) 11 takes off from the flight deck of the Nimitz-class aircraft carrier USS George Washington (CVN 73) while underway in the Atlantic Ocean June 26, 2023. George Washington is underway conducting flight deck certification, an evaluation of the ship's proficiency to safely launch and recover aircraft. -photo by Mass Communication Specialist Seaman August Y. Clawson





Sailors assigned to Nimitz-class aircraft carrier USS George Washington (CVN 73) wait to unload supplies from logistics supply ship BRF Jacques Chevallier (A 725) during a replenishment at sea while underway in the Atlantic Ocean, Nov. 4, 2023. George Washington is conducting a replenishment at sea with BRF Jacques Chevallier demonstrating partnership and commitment in the maritime domain. *—photo by Mass Communication Specialist 2nd Class Dyxan K. Williams*

for how daily business rules would change, both around the horn of South America and – eventually – 7th fleet with CVW 5 embarked.

“We have to get tactical with food,” said our Food Service Officer Chief Warrant Officer 3 Nicole Campbell. “Without RAS support, I’m reevaluating the 14-day cycle menu to maximize long shelf-life foods. My team will have to produce nearly 10,000 meals a day using only our initial loadout of frozen protein.”

A Nimitz-class aircraft carrier is like a floating city with its own zip code, and

supporting two mess decks and three ward-rooms at all hours is a far cry from the relaxed pace of pierside workups.

Looking forward into 2024, having experienced the rigors of F-35C mission op-tempo, George Washington Supply Department is unfettered by the shackles of the “RCOH mindset.” With each successive underway, fresh faces and renewed motivation are gradually shifting the crew’s perspective to the bigger picture — forward-deployed readiness by the end of the year.

The attitude change is palpable, offering a welcome acceleration after an excruciating shipyard period. Processes, programs, and people all have room to grow, but the eagerness in the atmosphere makes USS George Washington the ship of choice for anyone seeking action. With a litany of major ship evolutions and inspections on the near horizon, every effort is made toward the singular initiative of readiness for Southern Seas in April. 🌟

2023 Supply Corps Senior Leadership Symposium

Right: Rear Adm. Epps speaks with Cdr. Marcus Thomas and Capt. Jack French during a break at the symposium.





Above: This year's Supply Corps Senior Leadership Symposium focused on global context and sustainment transformation, leader development, team building and community health.



Left: Senior Executive Service members gather for breakout session.



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This year's Supply Corps Senior Leadership Symposium focused on global context and sustainment transformation, leader development, team building and community health.

The annual gathering of senior leaders came together to discuss critical issues impacting logistics and supply chain operations of the Navy. Agenda items and speakers revolved around innovation, transformation, and leadership development.

The symposium sets the strategic direction for the Supply Corps, tackling challenges and planning for future needs. The event also helps foster a sense of community and collaboration within the Supply Corps, strengthening relationships and promoting collaboration.

Participants engaged in workshops and breakout sessions to delve deeper into specific topics and exchange ideas. The symposium also provided ample opportunities for senior leaders to network with their peers, allows them to build relationships, share best practices, and discover potential collaborations.

This year's symposium brought O-6 (sel) participants in, as well, providing them insight and guidance as they move forward into high-impact leadership roles.



-photo by Karissa Murdock

The symposium produced actionable strategies and initiatives to address the Navy's logistical needs and enhance supply chain efficiency. The participants gained valuable insights, leadership skills, and professional development opportunities, leading to a more effective and adaptable Supply Corps.

The Supply Corps Senior Leadership Symposium is a crucial event for the Navy's supply chain success. It provides a platform for leaders to address critical issues, develop strategies, and strengthen the community, ultimately ensuring the Navy's readiness and operational effectiveness.

The deliberate effort invested in the Supply Corps community is a direct reflection of the enduring intent to increase naval readiness through peerless maritime logistics supported by the focus on leaders, supply chain sustainment, and auditability.

The persistent themes of honest self-assessment of our teams, transforming our supply chains and sustaining an unparalleled naval presence, drove the symposium to a rewarding conclusion, further reinforcing Get Real-Get Better efforts and proving once again to be a lucrative investment for both the Supply Corps and the Navy. 🌟

Support During Pacific Partnership 2023

By Ens. Madison Kwok

As Pacific Partnership 2023 draws to a close, the relationships and advances established through the mission's lines of effort are very deep and tangible, and a testament of what nations are capable of achieving when aligned as a united force.

Behind the scenes of the largest annual multinational humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Pacific are various working hands, from our host and partner nation planning teams, civilian and military contracting officers and contractors, and their logistic chains.

Lt. j.g. Jacob Deordio, assigned to USS Essex (LHD 2) in San Diego, California, stepped up to the plate to serve as the mission supply officer, who coordinated with the above working groups to execute the pieces of a very convoluted four month deployment.

"When I heard about the availability to participate on this mission, I jumped at the opportunity," said Deordio. "This was my first big assignment in the Navy."

Now in its 18th year, Pacific Partnership made mission stops to Vietnam, the Philippines, Samoa, Malaysia, Palau, Papua New Guinea, Fiji and Tonga, and was joined by Harpers-Ferry class amphibious dock landing ship USS Pearl Harbor (LSD 52) as the main platform. Pearl Harbor supported mission stops to Malaysia, Fiji, Tonga, and was supplemented by various naval logistic chains for military air transportation.

"The first thing I needed to figure out was who to talk to and how to get pieces moving," said Deordio.

Deordio's team of logistics specialists would arrive in each mission stop ahead of the main body to prepare for personnel and equipment arrival. The team experienced their biggest challenge in Papua New Guinea, when a broken plane and local worker's strike impeded the

outbound exit from the country. In order to meet mission requirements, the team had to figure out how to move personnel and equipment within a narrowing time window.

"This job requires keeping a wide network of moving people," Deordio noted. "This was not a solo mission. Hands from various naval logistic chains, defense contractors and local Papua New Guinea travel coordinators mobilized to move a whole crew of personnel and their equipment. Problems will present themselves all the time, but our job is to present solutions and execute them as efficiently as possible."

Employing the full force of the naval logistics community to include Commander, Logistics Group Western Pacific, Navy Air Logistics Office, and Command, Fleet Air Western Pacific, Deordio and his team got staff out of the country via military air transportation and onto their next destination ahead of schedule.

When asked about his success on mission, Deordio is quick to compliment his team.

"I am grateful for the patience and guidance people have shown me throughout deployment. I had a team of hard hitters around me. Their efforts contributed to the overall success of the mission," said Deordio. "I would like to thank Lt. Calvin Do, Chief Petty Officer Anthony Wilson and Petty Officer 2nd Class Maricela Jones for their unwavering support and dedication to this mission. I'd also like to thank the team of deployable contracting officers from NAVSUP for their expert, on the ground technical support."

"My biggest takeaway from this mission is that malfunctions can arise at any time, and the Navy has a wide range of specialized assets and people to overcome these challenges," said Deordio.

Pacific Partnership completed its final mission stop in Tonga on Nov. 20 before returning to Joint Base Pearl Harbor-Hickam to conclude the mission on Dec. 1. USS Pearl Harbor was scheduled to return to its homeport in San Diego later that month with Lt. j.g. Deordio aboard, who said he looks forward to celebrating the holidays with his wife once he gets home. 🌟



Republic of Korea Cheon Ja Bong (LST-687) Commanding Officer Cmdr. Moon Kwon Park, left, and commadore of ROK Pacific Partnership 2023 Training Group, Capt. Cheol Hong An, center, greet Capt. Claudine Caluori, Pacific Partnership 2023 mission commander, upon her visit to the ship to meet regarding joint activities for Pacific Partnership in San Fernando City, La Union, Philippines. -photo by Ensign Madison Kwok



Transforming Preparation into Combat Operations— Logistics in Action

By **Cmdr. Michael Collins**, SUPPLY OFFICER, AND **Lt. Cmdr. Phillip Jones**,
ASSISTANT SUPPLY OFFICER, USS GERALD R. FORD (CVN 78)

When USS Gerald R. Ford (CVN 78) deployed in May 2023 in support of national-theater objectives to the 6th Fleet area of responsibility (AOR), we had thoroughly prepared through a two-month service retained deployment, a Composite Training Unit Exercise, and had meticulously thought through the permutations of logistics support for all combatants attached to Carrier Strike Group TWELVE. Upon the order to shift east in support of Israel, Ford's Supply Department had previously conducted 33 replenishment at sea (RAS) events, moved 755 thousand pounds of materiel, and benefited from the resiliency of Fleet Logistics Support squadron (VRC 40) carrier onboard delivery (COD) support of parts/materiel. In addition to moving mail and parts in support of cyclic air operations, we began to diagram, sketch,

and reorient our entire logistics support structure from the Western Mediterranean Sea to the Eastern Mediterranean in a matter of days.

Shifting from NATO-support and cyclic operations to combat support is an exercise in next-level thinking. We launched into a review of stock postures, in-bound materiel, and time-phasing of materiel from CONUS while simultaneously shifting our logistics detachment support team to additional locations across the AOR. While the RAS schedule was in flux, we pivoted to conduct more frequent but concise replenishments. Doing this made Ford available to set aircraft alert postures and more importantly keep aircraft ready to respond to the nation's call. In previous iterations, an average RAS event would total 500-600 pallets, now our average RAS would center around 300

pallets. More frequent U.S. Navy Ships in-port replenishment (INREP) dates drove higher provision fill rates and stabilized the risk in our supply chain.

In spite of all of the accomplishments and flight hours, the disruption of the normal materiel flow caused a rigorous rethinking of our in-theater support structure that was carefully built. It brings to mind the famous Field Marshal von Moltke assertion regarding an opponent's main strength, but what is less well-known is the second part

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USS Gerald R. Ford (CVN 78), host's its first 'Big Top' reception in Oslo, Norway during the ship's first operational deployment to the 6th Fleet Area of Operations. -photo by Mass Communication Specialist 3rd Class Aaron Arroyo



Retail Services Specialist 2nd Class Samantha Chacon scans a piece of mail during a major mail onload which always boosts crew morale. -photo by Mass Communication Specialist 2nd Class Jackson Adkins

Sailors of the USS Gerald R. Ford (CVN 78), enjoy their Thanksgiving meal onboard while deployed to the Eastern Mediterranean Sea. -photo by Mass Communication Specialist 2nd Class Nolan Pennington



of the maxim, “only the layman sees in the course of a campaign a consistent execution of a preconceived and highly detailed original concept pursued consistently to the end.” In contemporary terms, he is implying branch planning, the “what if” analysis that requires Supply Corps officers to look into the future and predict or mitigate the global inputs that affect sustainment.

With several courses of actions in development, the Ford Supply logisticians executed a full relocation of multiple logistics detachments while concurrently releasing an amended fleet freight routing and mail routing messages critical to maintaining the logistics pipeline. More importantly, our assumptions on INREP locations and transit times proved correct. With minimal impact, the Ford supply team shifted shore-based operations to keep the materiel flowing. We focused on the “what-ifs” and individual branch plans to keep us ahead of changing world events. Additionally, screening our materiel on-hand report facilitated the increased air-OPTEMPO, and optimized COD space. The net result of all this effort

showed that Ford responded to a dynamic operational environment, and the logistics support was on time and on target.

Throughout the deployment journey, the team accomplished many impressive feats across all spectrums of supply. Ford’s Food Service Division had professionally and proficiently executed 37 official large and small-scale receptions, distinguished visitor events and special meals. Their outstanding service to the crew and guests resulted in selection as a Captain Edward F. Ney award finalist. The sales division contributed a whopping \$400 thousand to Ford’s Morale Recreation and Welfare (MWR) fund. Additionally, the retail specialists were continually lauded by the crew for outstanding laundry service and barbershop operations. MWR enhanced morale across the ship through a Navy Entertainment movie premiere of Guardians of the Galaxy vol. 3, one beer day, two live performances, and countless tours and trips that revealed the best of Europe.

Consistently, Ford exceeded mission capable and fully mission capable aircraft mandated goals by receiving 1,504 high

priority requisitions keeping Carrier Air Wing EIGHT ready for alert tasking and Ford combat ready. Additionally, the Aviation Supply Support division demonstrated incredible proficiency by rapidly and safely receiving 11,760 pallets consisting of all types of cargo and seamlessly processing retro-grade materiel during vertical replenishment events. The hangar bay team impressed as well by safely processing 2,706 pallets of fresh fruits and vegetables, chill/dry products, and a plethora of all types of materiel utilizing our Ford unique stores elevators. Through relentless preparation, forward thinking, and planning, the Ford Supply Department laid the cornerstone of the future success for Ford-class aircraft carriers. There is no doubt that Ford Sailors make her namesake proud. Simply put, Supply Department DOMINATED Ford’s maiden deployment!



USS Gerald R. Ford (CVN 78) vertical replenishment team conducts one of its 44 replenishment at sea events critical to underway sustained operations. *—photo by Mass Communication Specialist 3rd Class Aaron Arroyo*



Front Row (L to R): LCDR Jami Garrett (FLC JAX), LCDR Bentley Hodsdon (FLC JAX), CDR Curtis Ceaser (FRCSE), CAPT Matthew Bolls (FLC JAX CO), LCDR Jeremy Hobbs (FRCSE), CDR Jason Revitzer (FLC JAX), LCDR Tyson Biddle (FLC JAX), LT Candis Alfond (DLA JAX), CDR Brandon Palmer (DLA JAX), **Second Row (L to R):** CAPT Rodger Dube (FLC JAX Reserve CO), LCDR Jean-Paul (J.P.) Guilbaud (FLC JAX), LCDR Jonah Petrinovic (FLC JAX), LT Patrick Ryan (TRF Kings Bay), LCDDT Jason George (TRF Kings Bay), LT Leslie Lavarez (FLC JAX), LT Terry Belin (FLC JAX), CDR Jason Pfaff (FLC JAX) –*photo by Christopher Tucker, Deputy PAO, Fleet Readiness Center Southeast*

Jacksonville Area Supply Officers Engage in Professional Development at Fleet Readiness Center Southeast

By CDR Curtis P. Ceaser
MRO-LOGISTICS MILITARY DIRECTOR
FLEET READINESS CENTER SOUTHEAST

Supply Officers from NAS Jacksonville, NS Mayport and SUBASE Kings Bay gathered for a professional development opportunity on the 248th birthday of the United States Navy. CAPT Matt Bolls' NAVSUP FLC Jacksonville team, led by LCDR Tyson Biddle, spearheaded the first engagement. The intent was to provide exposure and increase professional acumen of local area Supply Officers in related fields of expertise. This first engagement focused on the heart of aviation support provided by Fleet Readiness Center Southeast (FRCSE). FRCSE is an integral part to the Naval Aviation Enterprise (NAE) and the greater U.S. Navy, responsible for maintaining combat airpower for America's military forces. Situated just south of Jacksonville, it is Northeast Florida and Southeast Georgia's largest maintenance, repair, overhaul and

technical service provider, employing approximately 5,000 civilian, military and contract workers.

During the broadening event, the FRCSE Logistics team led by CDR Curtis Ceaser and LCDR Jeremy Hobbs highlighted the integral relationship between Naval Air Systems Command (NAVAIR), Commander Fleet Readiness Center (COMFRC), Naval Supply Systems Command (NAVSUP) and Defense Logistics Agency (DLA). They specifically outlined end-to-end solutions derived from these symbiotic relationships – from NAVSUP WSS repair schedule forecasts and FRCSE supply support signaling, to DLA-Aviation timely parts availability and FRCSE final aircraft, component and engine delivery.

All entities play an integral part in the collective success of naval aviation readiness. Capt Matt Bolls commented “FRCSE has game-changing capability, as

do the Supply Officers working within. The work that they do ensures that our Nation's military can train, fight, and win.”

The event ended with a brief tour of FRCSE's Manufacturing and Trainers Productions lines, with deeper discussions on additive manufacturing, pre-expanded bins (PEBs), hazardous material, tooling, local apprentice programs, and new business development. Capt Bolls added “It was great to see those officers and the FRCSE in action, working to provide world-class support to the American warfighter.”

Below: CDR Curtis Ceaser, FRCSE MRO-Logistics Military Director, explaining the importance and challenges of Pre-Expanding Bin support to FRCSE production operations. –photo by Christopher Tucker, Deputy PAO, FRCSE



Chief of Supply Corps Reading and Podcast List

Readings

The Millionaire Next Door: The Surprising Secrets of America's Wealthy

By Thomas Stanley and William Danko

The Daily Stoic

By Ryan Holiday

Breakfast with Seneca: A Stoic Guide to the Art of Living

By David Fideler

The Algebra of Happiness: Notes on the Pursuit of Success, Love, and Meaning

By Scott Galloway

The Elements of Style

By William Strunk Jr. and E.B. White

Six Frigates

By Ian Toll

Endurance

By Alfred Lansing

Outliers

By Malcolm Gladwell

Eat Bacon, Don't Jog

By Grant Petersen

Podcasts

Freakonomics Radio

<https://freakonomics.com/series/freakonomics-radio/>

The Knowledge Project Podcast: Learn from the world's experts

<https://fs.blog/knowledge-project-podcast/>

Conversations with Tyler

<https://conversationswithtyler.com/>

The Morgan Housel Podcast

<https://open.spotify.com/show/2I01IGylh9x-odneIV37dD3>

The Ezra Klein Show

<https://podcasts.apple.com/us/podcast/the-ezra-klein-show/id1548604447>

The Gabby Reece Show

<https://gabriellereece.com/podcast/>



RADM RICHARD DUKE HEINZ
33 years – October 1, 2023

CAPT ERIC JOSEF BACH
30 years – October 1, 2023

CAPT DARRELL LEE MATHIS
31 years – October 1, 2023

CAPT KEITH ALLAN CAPPER
26 years – October 1, 2023

CAPT CODY L HODGES
29 years – October 1, 2023

CAPT CHRISTOPHER T NELSON
30 years – October 1, 2023

CAPT TONY V GILES
29 years – October 1, 2023

CAPT SCOTT DUANE STAHL
27 years – October 1, 2023

CAPT NICKOLAS L RAPLEY
30 years – October 1, 2023

CDR MATTHEW CHRISTIAN
CLUTE
20 years – October 1, 2023

CDR MARK M ESTES
39 years – October 1, 2023

CDR SCOTT ROBERT MILLIET
26 years – October 1, 2023

CDR NICHOLAS ANDREW ULMER
22 years – October 1, 2023

CDR RASAQ AKINTUNDE BALOGUN
22 years – October 1, 2023

CDR MICHAEL ROBERT WHEELER
20 years – October 1, 2023

CDR CHRISTOPHER TODD WILSON
20 years – October 1, 2023

CDR JAIME JESUS SIQUEIROS
21 years – October 1, 2023

CDR RAFAELDIONIS MEDINA
37 years – October 1, 2023

LCDR CAPREECE MARCO DUNKLIN
31 years – October 1, 2023

LCDR KEVIN MICHAEL PETERS
20 years – October 1, 2023

LCDR JONATHAN ROBERT RICHMOND
20 years – October 1, 2023

CDR KERRY E BAKER
34 years – November 1, 2023

CDR JARED JOSEPH SWEETSER
20 years – November 1, 2023

LCDR HEATHER LYNN WILKINS
20 years – November 1, 2023

Fair Winds and Following Seas



Winter 2024



Left: ENS Amelia Eastman grins while donating blood during the NSCS Blood Drive last November.

Below: NSCS Executive Officer CDR Jennifer Charlton prepares to give blood during the NSCS Blood Drive.



Navy Supply Corps School Blood Drive

By Jessica Nilsson

PUBLIC AFFAIRS
NAVY SUPPLY CORPS SCHOOL

On a beautiful fall morning at the Navy Supply Corps School (NSCS) in Newport, Rhode Island, the spirit is strong and healthy! More than 30 students and staff – including Executive Officer Cmdr. Jennifer Charlton – stepped up to participate in a blood drive that will have a profound impact on the future lives of many in need. This event not only showcases the NSCS's commitment to service, but also highlights the importance of blood donations in saving lives.

Did you know that each unit of donated blood could save up to three lives? The U.S. Department of Health and Human Services says that someone in the United States needs blood every two seconds. Blood is needed for surgeries, serious injuries, cancer treatments, childbirth, severe anemia and more.

The NSCS's participation serves as a testament to the positive impact that individuals and organizations can make when they come together to support a worthy cause. ✨

Right: ENS Chris Tengco is excited to give the gift of life during the NSCS Blood Drive last November.





Culinary Specialists Visit Navy Supply Corps School

By Jessica Nilsson

PUBLIC AFFAIRS
NAVY SUPPLY CORPS SCHOOL

Students in the Navy Supply Corps School's Basic Qualification Course (BQC) had the opportunity to engage with nine culinary specialist (CS) chiefs—gathered from Naval Station Newport and Naval Submarine Base New London in Groton, Connecticut—during the CS Roundtable on Dec. 4, 2023, at the schoolhouse.

Questions touched on topics like “What do you look for in a food service officer” and “What is your greatest challenge?” The chiefs—with almost 200 years of collective wisdom—imparted excellent advice and guidance to the newly minted supply officers.

Unsurprisingly, low manning emerged as the most significant challenge facing the fleet. The chiefs stressed the importance of valuing Sailors and creating an environment where they feel appreciated and motivated. This, in turn, will help retention.

Senior Chief Culinary Specialist (CSSC (SS)) Andrew Myers, the assistant Food Service Officer at Cross Hall Galley in Groton, emphasized the value of caring for sailors and finding meaningful ways to recognize and acknowledge their contributions. “Take care of your Sailors,” he said.

The chiefs also encourage the officers to learn from those who have more experience. “For your first six months, be quiet and learn your job. Rely on your chief. Follow your chief everywhere. Get acclimated to the life-style,” CSSC Myers said.

“Ask questions,” said Chief Culinary Specialist (SW/AW) Kiana Gadsden. “There’s nothing wrong with asking questions.”

The NSCS sends a huge thank you to the chiefs who participated in the roundtable discussion and for helping the next generation get “Ready for Sea!” 🌟



A group of Culinary Specialist Chiefs and Senior Chiefs addressed the BQC students in December. The CSs discussed taking care of Sailors and the challenges facing the Fleet.





Rear Adm. George Bresnihan Addresses Navy Supply Corps School Graduates

By Jessica Nilsson

PUBLIC AFFAIRS
NAVY SUPPLY CORPS SCHOOL

Rear Adm. George Bresnihan, a former executive officer of the Navy Supply Corps School—now the director, Logistics Directorate, J-4, U.S. Africa Command—visited his old stomping grounds on Dec. 7-8, 2023, to speak at the graduation of the Basic Qualification Course (BQC) 4th Battalion and the BQC-NR 104th Company. He shared insights with students and staff on navigating both life and their careers in the Navy.

His address centered on five key pieces of advice, which can help steer them through their journeys in the Navy and beyond.

1. Performance: “It is the foundation,” Bresnihan said. Stellar performance will “enable you to move onto the next level.”

2. Build your network: Incorporate “peers, juniors and seniors into your support network - and have multiple ones of each,” he said.

3. Take advantage of every opportunity the Navy gives you. From travel to education, the Navy offers a plethora of amazing opportunities.

“Jump on them!” he encouraged.

4. Manage your career: Nobody will care about your career more than you. “Be ruthless” about managing your career, he said.

5. Have fun doing this: Bring your spouse or loved ones into the process of choosing your next orders. If you’re miserable, then your performance can suffer. You don’t need to have a 20-year plan, but look ahead 1-2 tours, he stated.

Rear Adm. Bresnihan’s invaluable insights will serve as a guiding force for these new officers as they navigate through life. 🌟



TOP photo: NSCS CO Capt. Jason C. Warner (*left*), ENS Jordan Baluyot (*center*) and RDML George Bresnihan (*right*) during graduation. **Bottom photo:** NSCS CO Capt. Jason C. Warner address the graduates of BQC 4th Battalion and 104th Company.

Below: ENS Melissa Kenner and CWO-2 Juan Sanchez.



Above: Graduates from 104th Company salute during graduation exercises in December.



Left: Graduates from 4th Battalion celebrate their achievement by commemorating the day with a selfie.





The Navy Supply Corps School is excited to announce the winner of the Military Instructor of the Year, Senior Enlisted-Chief Logistics Specialist Maan Carla Palad. This award is a testament to Palad's exceptional leadership, dedication, and the positive impact she has made on the Navy Supply Corps School (NSCS).

Since arriving at the NSCS in August 2021 to be an instructor in the Joint Aviation and Maintenance Material Management course, Palad has taught and inspired countless Supply Corps officers and shaped the future of the Navy.

Palad's infectious cheerfulness leaves an indelible mark on all she encounters. Her approachability creates a positive and engaging learning environment, fostering a sense of camaraderie and enthusiasm within the school.

Beyond her warm personality, what truly sets Palad apart is her unparalleled knowledge and expertise in her field. A consummate professional, she demonstrates a deep understanding of the intricacies of naval aviation supply operations, leaving no stone unturned in imparting this knowledge to her students.

Bravo Zulu, LSC Palad, on this remarkable accomplishment—you truly are a beacon of excellence in the Navy Supply Corps community! ✨

Please join the Navy Supply Corps School (NSCS) in congratulating Lt. Ian Baggary for being awarded the Navy Supply Corps School's Military Instructor of the Year (officer) for 2023.

Baggary's stellar instruction in the Basic Qualification Course has made a significant impact on the future of the Navy. His commitment to excellence in training and leadership has not only inspired his students, but has also set a high standard for others to emulate.

The NSCS celebrates this well-deserved achievement and expresses gratitude to Baggary for his outstanding contributions to the NSCS! ✨



Chief of Supply Corps Visits Navy Supply Corps School

By Jessica Nilsson

PUBLIC AFFAIRS, NAVY SUPPLY CORPS SCHOOL

Rear Adm. Ken Epps, the Chief of the Supply Corps, visited the Navy Supply Corps School (NSCS) and spoke to both staff and students. Drawing from his distinguished 34-year career in the Supply Corps, he underscored his top three “Secrets to Life”

1. Be persuasive and convincing. “Let go of your ego, your ‘me’-ism. You must convince your Sailors that you can lead,” Epps said.

2. Focus on getting an education. “Be curious! Be a reader!” Epps encouraged. “You’ve got to fill your gas tank with knowledge.”

He also encouraged the new officers to learn from their chiefs and to not be afraid of asking for help. “Your first tour will be hard. Talk less and listen more,” he said.

3. Show that you care. “You’ve got to care about your Sailors’ well-being. Be a good role model.”

This counsel will be invaluable as these new officers embark on their journeys within the fleet.

The NSCS truly appreciates the Chief of Supply Corps for taking the time to share his wisdom with the up-and-coming generation of Supply Corps officers! ✨



RADM Ken Epps speaks with students and staff at the Navy Supply Corps School in December.

Basic Qualification Course

By Jessica Nilsson

PUBLIC AFFAIRS
NAVY SUPPLY CORPS SCHOOL

At the Navy Supply Corps School (NSCS), students enrolled in the Basic Qualification Course receive a comprehensive and practical education covering all aspects of Supply.

During the course, students performed “Defective Material Summary” (DMS) and “Receiving Parts on the Pier” simulations. These simulations are crafted to replicate real-world scenarios that new officers will encounter at their initial duty stations.

The DMS is performed regularly aboard Navy vessels to weed out material, parts or products that have been recalled for a variety of reasons – from being defective to passing their expiration dates. Only the highest quality parts are retained to ensure the ongoing health and safety of everyone on board.

Managing the delivery of parts, whether pier-side or aboard a ship, is a crucial task that demands order and efficiency. Through simulated pallet-unloading scenarios, students learn how to effectively organize and coordinate the process, preventing chaos and ensuring full accountability for receipt and smooth delivery of the goods.

These types of simulations go far in familiarizing new officers with the challenges and expectations they will face upon reporting to their first assignments.

They get that world-class learning at the NSCS. 🌟



BQC students perform a mock Pier-side Receiving exercise during class.



Retired Rear Admiral Lippert speaks at the Advanced Management Program, an executive management course designed to prepare mid-level managers for current and future leadership.



Advanced Management Program (AMP)

By Navy Supply Corps School AMP staff

Are you looking to make an end-to-end impact in your organization, to improve your leadership ability in an ever-changing technology dependent (hybrid) environment-consisting of blended teams (military and civilian)-while improving your ability to communicate across your organization and home? Look no further, the Navy Supply Corps School offers the Advanced Management Program (AMP) as a professional development opportunity for Navy officers in the ranks of O4/O5, civilian GS-12 to GS-14, CWO 4/5s and select E-9s. AMP is a contractor-facilitated executive management course designed to prepare mid-level managers for current and future leadership challenges. During the two-week residence course, students will analyze and enhance their abilities regarding conflict resolution, effective communication, emotional intelligence and team leadership in technological hybrid environments to operational excellence. Focusing on key elements of leadership, this course provides tools applicable across all professional disciplines. Previous students have commented on the variety of skills AMP provides to improve both their work and personal lives.

“Best course I’ve taken in 22 years of Navy as enlisted/officer,” said Lt. Cmdr. Dean AHN, NAVSEA.

“It was the best course the Navy has offered yet in my 10 years of being with NAVSUP!” said Clifford Spencer, NAVSUP Weapon Systems Support, Philadelphia.

“I was blown away. This course gave more tools and information for both my professional and personal life than I expected by a wide margin,” said Brian Blessing, NAVSUP Ammo, Mechanicsburg, Pennsylvania.

“Great topics. Made me realize a lot of things about myself and the changes I have to make with my thought processes,” said CW04 Karen Thompson, NAVSTA Mayport, Florida.

Each class is limited to 35 students and is offered in Newport, Rhode Island; Philadelphia, Pennsylvania; and Mechanicsburg, Pennsylvania, throughout the year. AMP is a tuition-based course. Tuition cost is determined by the number of students enrolled in each class and usually averages \$1,500 per student.

If you are interested in attending any of our future AMP classes, please contact your command training department or human resources civilian training department.

For questions or further information, please contact Lt. j.g. Kayla Burke with the NSCS International and Executive Education Department at (401) 841-4847. 🌟



Deputy Director, Logistics, Fleet Supply and Ordnance, U.S. Pacific Fleet Visits Navy Supply Corps School

By Jessica Nilsson

PUBLIC AFFAIRS, NAVY SUPPLY CORPS SCHOOL

Rear Adm. Charles Kirol, deputy director, Logistics, Fleet Supply and Ordnance (N4), U.S. Pacific Fleet, stopped by the Navy Reserve's Basic Qualification Course 104th to impart some final words of advice before they graduate and enter the world of Navy Reserves Supply Corps.

"Be excellent," said Kirol, and "bloom where you're planted," Kirol encourages. "When you get your job, get qualified! Get proficient, and if you need help, ask a chief."

Students were also able to ask the admiral how he balances his civilian and Navy lives. He mentioned how lucky he was to have an incredibly understanding wife and family and supportive employers. He also shared that he has developed some good habits that help him compartmentalize his two "lives." Clarity on his calendar keeps him organized and helps him complete all the different tasks he is assigned.

The Navy Supply Corps School thanks Rear Adm. Kirol for helping these new Reserve Supply Corps officers get Ready for Sea! 🌟

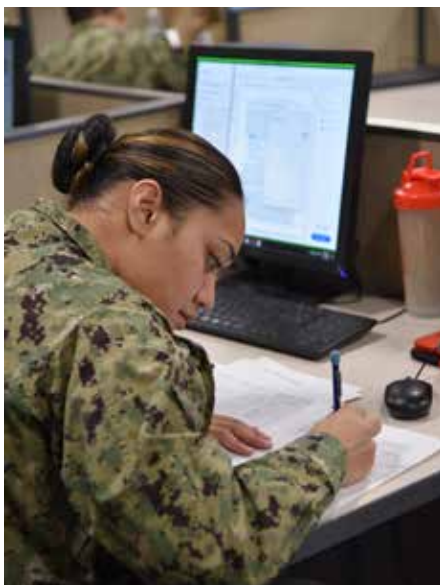


RDML Charles P. Kirol addresses Reserve BQC students regarding life in the Navy Reserves in December.



Introduction to Expeditionary Logistics

By Lt. Lonnie McHugh



Acquire the expertise to address complex logistical challenges and make decisions that can affect the entire Navy! The U.S. Navy Supply Corps School, located in beautiful Newport, Rhode Island, is offering an intense 2-week course to teach these vital skills. By attending the Introduction to Expeditionary Logistics (IEL) course, you will be exposed to resources and key enablers to logistically support forward-deployed units. This comprehensive course equips students with the fundamental skills necessary for success in expeditionary environments.

The course will introduce students to the Operational Level of War, and immerse them in lectures and presentations by seasoned professors and strategists from the Naval War College, senior representatives from the Defense Logistics Agency and dynamic instructors from the Marine Corps Logistics Command.

IEL unfolds in three modules. First, the course will focus on Naval Expeditionary Combat Command units, so students can

gain an understanding of organizational structure and operational capabilities. Next, the course will widen its scope and take a deep dive into key enablers in the Joint Logistics landscape and their respective capabilities. Students will also be introduced to the Navy Planning Process.

Finally, students will apply their new knowledge in a hands-on, scenario-based logistics support problem set. Small groups will collaborate to create a Concept of Logistics Support to support theater operations. They will also participate in a Course of Action brief exercise – a simulation of a critical step within the Navy Planning Process.

Join us in Newport for an instructive and interactive exploration of Expeditionary Logistics. The course is held three times a year during the spring and summer. The course is open to Navy and Marine Corps officer and enlisted logisticians – both active and reserves. Request enrollment via eNTRS. CIN: A-8B0055, CDP: 07MS. 🌟

It's Field Trip Time!

By Jessica Nilsson

PUBLIC AFFAIRS, NAVY SUPPLY CORPS SCHOOL

We've all heard the saying "An army marches on its stomach," and the U.S. Navy is no different. Nutritious and tasty meals are vital to keeping up the overall health, well-being and operational effectiveness of the crew aboard ships and ashore.

Students from the Navy Supply Corps School's BQC 1st Battalion's Alpha and Bravo Companies were treated to a field trip on Friday, Nov. 17, 2023, at Ney Hall Galley onboard Naval Station Newport, Rhode Island, to learn from the best.

Janet Lamb, the galley's food service officer, drew on her extensive Navy background and shared valuable insights and expertise with the students, offering advice on how to effectively manage and streamline a galley while keeping costs in check.

The students were then given an exclusive, behind-the-scenes tour of the inner workings of the galley. They explored the various food prep and food storage areas, including the freezer, refrigerator and dry goods pantry, and gained an understanding of the meticulous planning that goes into maintaining an inventory capable of sustaining the galley's demanding meal output – more than 2,000 meals a day. A staff of more than 50 workers – both active duty and civilians – work incredibly hard to keep all those bellies full every day.

As these new supply officers return to their studies, they carry with them a deeper understanding of the strategic planning involved that is vital to a galley's efficiency. 🌟

Below: BQC students learn about meal production in the Galley's kitchen from Ms. Janet Lamb, Ney Hall's Food Service Officer.



Below: BQC students learn about meal production in the Galley's kitchen.



NEWS FROM THE Command Master Chief

...continued from page iii

acknowledging the importance of self-care and normalizing discussions around mental health can help combat stigma within the military community. Encouraging open dialogue and providing access to confidential resources can empower service members to prioritize their well-being without fear of judgment.

5. Enhancing Performance and Mission Success: Contrary to popular belief, self-care is not self-indulgent; it's strategic. By investing in their physical and

mental well-being, military personnel can optimize their performance and contribute more effectively to mission success. A healthy, resilient force is better equipped to handle the challenges of combat, crisis response, and day-to-day operations with precision and focus.

In the high-stakes world of military service, self-care isn't just a luxury—it's a necessity. By prioritizing mental, emotional, and physical well-being, service members can enhance their resilience, strengthen relationships, combat stigma, and optimize their performance. Incorporating self-care practices into daily life

isn't always easy, but the long-term benefits for individuals and the military as a whole are immeasurable. As we honor the sacrifices of our military personnel, let's also recognize the importance of supporting their holistic well-being through self-care.

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

NAVSUP FLC Puget Sound Provides Mentorship, Assistance to Everett SUPPOs

By Brian Davis

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER PUGET SOUND

Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Puget Sound hosted a mentorship seminar for area supply officers at Naval Station Everett July 20.

Navy Supply Corps officers from area ships and shore commands gathered to meet with NAVSUP Fleet Logistics Center Puget Sound Commanding Officer Capt. Bill Barich and Executive Director John H. Hornbrook III to discuss current issues in the field of military logistics. The group also discussed ideas for optimizing the delivery of products and services to support fleet operations.

“The primary purpose of the engagement was to understand the challenges and concerns of Supply Departments within FLC Puget’s area of responsibility, and to provide a

opportunities and how NAVSUP FLC Puget Sound can best support ships in Everett and Seattle. By bringing area supply officers together with logistics providers and senior Supply Corps leadership, all sides had a chance to bring their perspectives to the table and discuss ways to provide better service to the fleet.

“This event gave us the opportunity to talk with the fleet supply officers to see if they had concerns not only with Site Everett’s support, but also support from other providers, like provisions, ships store, etc.,” said Hornbrook. “What we find out is that when we get all these supply officers together they have some common issues and concerns that we can help them resolve.”

Barich also discussed topics specific to successful Supply Corps officer career development:

- Requirements for promotion boards (O-4 and O-5)– Board precepts and the importance of sustained superior performance.
- Strategies for navigating personnel shortages in an operational supply department.
- Opportunities for future networking such as the Navy Office of Personnel Supply Corps Roadshow, Supply Corps Ball and Supply Corps Foundation.
- Adopting a career plan that balances sub-specialties growth with billets that will enhance promotion eligibility.

The practice of senior Supply Corps leaders and logistics support representatives communicating regularly with logisticians serving aboard ships directly benefits fleet operational capabilities and helps advance the individual career trajectories of Supply Corps officers.

“The fleet benefits from getting senior leadership engagement to enhance the supportability of the operational units. This is especially important in the Pacific Northwest as it is not a fleet concentration area . . . Waterfront engagements like this are critical to build trust, network, and establish a common sight picture for identifying challenges while taking advantage of opportunities,” said Barich.

Networking events like the Supply Corps mentorship seminar at Naval Station Everett help reinforce relationships between supply officers and support commands and serve as a reminder that SUPPOs are not in it alone.

“Logistics is a team sport and there are many enablers looking to help supply officers and their departments be successful,” said Barich. 🌟

*Lt. j.g. Michelle McLaughlin contributed to this article.



forum for Supply Officers to discuss community and specific career questions as desired,” said Barich NAVSUP FLC Puget Sound commanding officer and senior Supply Corps officer in the region.

A total of 16 Supply Corps officers attended the seminar, representing USS Chosin (CG 65), USS Cape St. George (CG 71), USS John S. McCain (DDG 56), USS John Paul Jones (DDG 53), USS Gridley (CG 21), USS McCampbell (DDG 85), and USS Barry (DDG 52), all commands served by NAVSUP FLC Puget Sound’s Site Everett at Naval Station Everett, Washington. Also attending was one officer currently serving in the Training with Industry (TWI) program at Starbucks Corporation offices in Seattle.

Topics discussed during the seminar included current supply chain issues, shipping delays, networking

NAVSUP FLC Puget Sound Navy Food Management Team Goes Whole-hog with New Class

By Brian Davis

OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER PUGET SOUND

The Naval Supply Systems Command (NAVSUP) Fleet Logistics Center Puget Sound Navy Food Management Team (NFMT) held its first-ever hog processing seminar for fleet culinary personnel at the NFMT training facility on Naval Base Kitsap-Bangor.

Navy culinary specialists from ships, submarines, and shore commands around the Puget Sound region gathered at the NFMT galley facility to observe an experienced butcher as he processed an entire hog into commonly used cuts such as chops, ribs, and roasts.

“This is an opportunity for culinary specialists to learn about all the proper cuts of pork, and where they come from. At sea, they may not butcher a pig very often, but this adds to their depth of knowledge about cooking and proper food handling, something that’s beneficial to the Navy as a whole,” said Senior Chief Culinary Specialist Corey Knatt, NFMT director.

While he processed the hog, class instructor Chief Culinary Specialist Brian McNulty explained the origin of the different butcher cuts and demonstrated proper techniques for food safety, knife handling, hand processing and trimming to create high quality meats commonly seen in grocery stores, restaurants and barbecue pits.

The training was McNulty’s idea, intended to show culinary personnel a new side to their profession. “Like most jobs, cooking and serving food can become routine after a while. We wanted to liven things up for these Sailors, rekindle their fire for cooking and creating,” said McNulty.

Along with adding to the skills of performing the critical function of cooking and serving quality food to the fleet, the class offers an additional benefit.

“This process is something that culinary specialist never really see. Also, not everyone makes the Navy a career, and this is useful knowledge Sailors can take with them whether they stay Navy or decide to take their skills into the civilian world,” said McNulty.

Once the processing was complete, students and instructors pitched in to create an Asian-inspired meal featuring a variety of pork dishes such as sweet & sour pork and pork fried rice.

The course was well-received by the students, and NFMT is planning to repeat the

installations throughout the Puget Sound region.

NAVSUP FLC Puget Sound, based in Bremerton, Wash., is one of eight FLCs under Commander, NAVSUP. Headquartered in Mechanicsburg, Pennsylvania, and employing a diverse, worldwide workforce of more than 22,500 military and civilian personnel, NAVSUP’s mission is to provide supplies, services, and quality-of-life support to the Navy and joint warfighter. Learn more at www.navsup.navy.mil, www.facebook.com/navsup and <https://twitter.com/navsupsyscom>. ✨



course again along with new seminars covering similar subjects.

“We are looking into doing a seminar for processing and handling fresh fish and shellfish next,” said McNulty.

The NAVSUP FLC Puget Sound Navy Food Management Team provides classroom training for Navy culinary personnel, and provides technical assistance visits to galley facilities on ships, submarines, and shore

NAVSUP FLC Puget Sound Provides On-Site Support for Alaska Port Visits During Northern Edge

Lt. Zachary Westerman

NAVSUP FLEET LOGISTICS CENTER
PUGET SOUND
LOGISTICS SUPPORT OFFICER

NAVSUP Fleet Logistics Center (FLC) Puget Sound provided pierside logistics and contracting support to four U.S. Navy ships during port visits to Alaska while they participated in Exercise Northern Edge 23.

The exercise, which ran May 4-19, was a multinational training exercise that brought together the United States Navy, Marine Corps and Air Force, the United Kingdom Royal Air Force, and the Royal Australian Air Force. Northern Edge 23 provided advanced training opportunities and inter-service and international interoperability in the unique environment of Alaska and the surrounding waters.

U.S. Navy ships participating in the exercise were guided missile destroyer USS Zumwalt (DDG 1000); Arleigh Burke-class destroyer USS Momsen (DDG 92); dock landing ship USS Harpers Ferry (LSD 49); and Ticonderoga-class guided missile cruiser USS Lake Champlain (CG 57). The four ships conducted multiple port visits that included the Alaskan ports of Anchorage, Seward, Homer, and Kodiak.

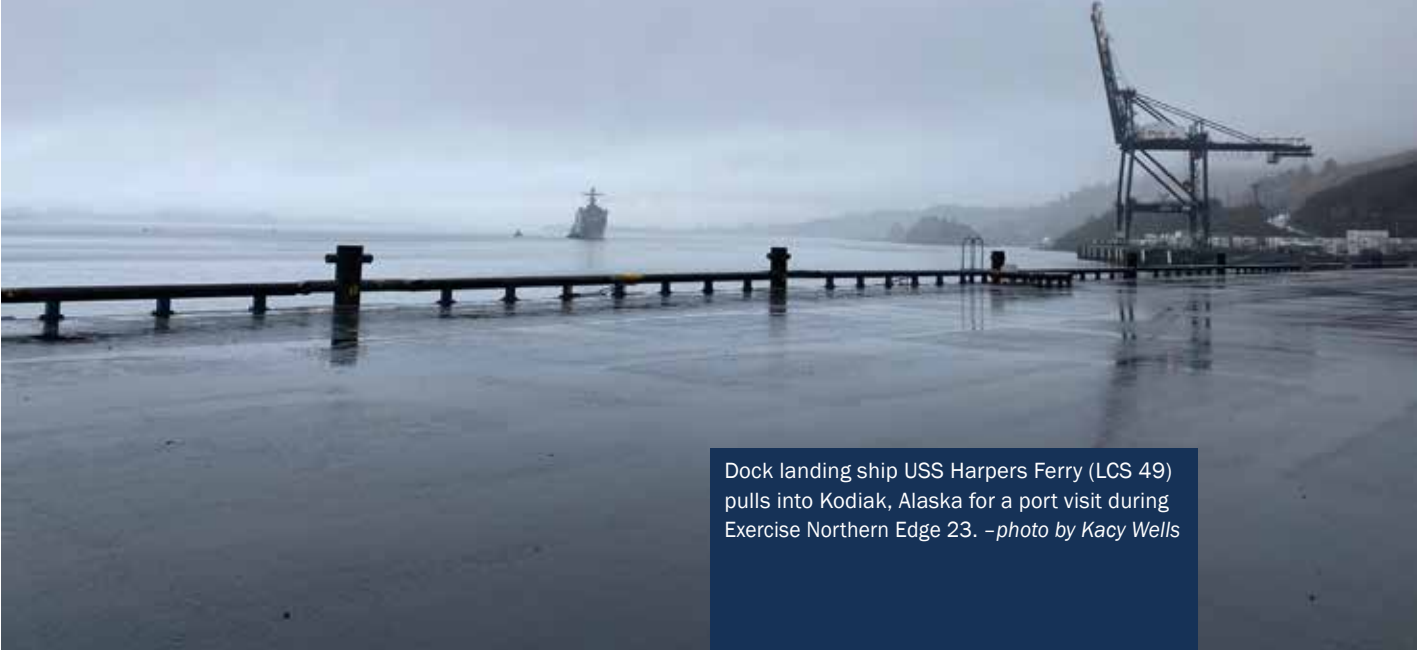
The port locations, some in isolated rural areas with limited resources, presented a number of challenges for NAVSUP FLC Puget Sound personnel sent to provide on-site support.

“Our team’s role was to provide support for Navy ships where there is no Navy port,” said Kacy Wells, division director, NAVSUP FLC Puget Sound Contracting Department. There is a lot of logistics work that needs to happen simply because the ports are not used to Navy ships coming in. That is why we need personnel on site,” she said.

The NAVSUP FLC Puget Sound team provided boots-on-ground contracting officer and logistics support representative (LSR) support to oversee material delivery including mail, subsistence, parts and fuel. FLC Puget Sound also arranged and oversaw contracted services such as tugs, pilots, port services and land transportation with a total value in excess of \$1.8 million. This forward support was critical to the timely delivery of material, and units receiving full port and husbanding services.

NAVSUP FLC Puget Sound also provided transportation services consisting of critical maintenance gear to sustain Electronic Attack Squadron 132 (VAQ 132) operations including seven ISU-90 and seven PODS shipping containers.

Along with planning, contracting, and material support, having Navy representation on the ground provided a reassuring presence for the ship’s crews as they arrived in port.



Dock landing ship USS Harpers Ferry (LCS 49) pulls into Kodiak, Alaska for a port visit during Exercise Northern Edge 23. –photo by Kacy Wells

Guided missile destroyer USS Zumwalt (DDG 1000) pulls into Seward, Alaska for a port visit while participating in Exercise Northern Edge 23. –photo by Kacy Wells



“Sometimes if we are not there, there would not otherwise be any Navy people on the pier,” said Daniel Schroeder, NAVSUP FLC Puget Sound contract specialist. “It might be all civilian contractors and local personnel, and the ships like to see actual Navy support people waiting for them when they arrive,” he said.

The presence of NAVSUP FLC Puget Sound contracting and LSR personnel helps avoid simple misunderstandings between operational units and local contractors not familiar with standard naval logistics processes, which could lead to legal and financial snags.

“If someone in the Navy asked someone on the pier to do something and it is not specified in the contract, that’s an unauthorized commitment,” explained Wells. “If we need to make a change to the contract to accommodate a requirement, we are there to give authorization to obligate money on

behalf of the government. It’s good having people on site able to make those decisions on the spot, especially if a ship is moving, severe weather comes in, or something happens at the last minute, which always seems to happen.”

The port visits gave NAVSUP FLC Puget Sound contracting and LSR personnel a look at how they would fit in during a real-world operational scenario. The NAVSUP FLC Puget Sound teams found themselves working through numerous challenges as they set up contracted services and husbanding support, and dealt with logistics issues associated with remote non-military facilities.

“Some of the ships needed hot parts, and we had to work through things like cell phone reception, delivery aircraft size, and flight availabilities,” said Raymond Burke, deputy logistics support officer, NAVSUP FLC Puget Sound Operations Department. “At one port, aircraft delivering mail and

parcels could only fly if there was at least three miles of visibility,” he said.

By conducting operations in a joint environment, Exercise Northern Edge 23 enhances the ability of air, ground, and naval forces to seamlessly integrate with other services and multinational partners, fostering a combined approach to warfare. The evolution also allowed NAVSUP FLC Puget Sound to fully demonstrate remote support capabilities – for the first time following the COVID-19 pandemic – for both sea and air units.

Flexing and demonstrating the command’s ability to provide forward and distance support is critical to being mission ready for all eventualities, and prepared to provide on-time logistics support at any time, in any place, and in any situation. 🌟

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*Brian Davis contributed to this article.

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Above: Dock landing ship USS Harpers Ferry (LCS 49) pulls into Kodiak, Alaska May 6 for a port visit during Exercise Northern Edge 23. –photo by Kacy Wells

Right: Provisions staged on the pier for loading aboard Guided missile destroyer USS Zumwalt (DDG 1000) during the ship's port visit in Seward, Alaska while participating in Exercise Northern Edge 23. –photo by Kacy Wells



Supplying Our Guests: Q&A with U.S. and Colombian Officers on Annual Submarine Training

By Jeanette Steele

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER JACKSONVILLE

How do you top up fluids in a foreign country when you are driving a 48-year-old diesel-electric submarine? Especially when you need hard-to-find items such as European oil?

That's where Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Jacksonville enters the picture every year for the Diesel-Electric Submarine Initiative (DESI) exercises.

The 22-year-old Naval Submarine Forces program brings submarines from the navies of Brazil, Chile, Colombia and Peru to Jacksonville and San Diego for anti-submarine warfare exercises. This year, the Colombian submarine ARC Pijao (SO 28) visited from October to November for a busy slate of training with U.S. Navy P-8s, helicopters and surface ships.

DESI exercises benefit both sides: American forces get to train against diesel-electric submarines, the technology used by most of the world's navies, though not the United States. And the South American submarine crews pit their skills against state-of-the-art U.S. naval power.

This year, Pijao took part in exercises at the Atlantic Undersea Test and Evaluation Center, a sophisticated underwater training range in the Caribbean. It was a first for everyone on the Colombian crew.

When the submarine pulls into Naval Station Mayport, the crew works with NAVSUP FLC Jacksonville's Logistics Support Center for resupply. The visiting sailors not only need to replenish food and fuel, they also require help getting identification cards, security gate access and sometimes even medical care.

Lt. Cmdr. Bentley Hodsdon leads the Logistics Support Center at Mayport. Lt. Daniel Bernal is the Colombian naval officer

assigned as liaison from Pijao. Each officer talked about what makes the interaction unique.

Q: What is NAVSUP FLC Jacksonville's role in supporting DESI?

Hodsdon: We provide the DESI crew all the logistics services we give our homeported ships, but with a twist. I say twist because there is a bit more coordination to having a foreign submarine operate out of our basin.

In addition to pier services, we coordinate with base security, so every crew member has an official ID. We also provide office space for the country's designated supply duty officer. This allows daily interaction and communication about part support, lodging questions, transportation requests, provisions procurements and general questions about the local area.

Q: How does this work differ from your everyday work?

Hodsdon: It's really more hands-on. We want to ensure they not only get superb support, but they feel as comfortable as the crews of our homeported vessels. Naval Submarine Forces Atlantic dispatched a liaison officer to help on the ground, which is integral to making this happen.

Q: What's the benefit of the international interaction for this command?

Hodsdon: On a daily basis we're working together and overcoming logistics challenges. I believe this relationship continues to mature and it fosters cooperation and interoperability.

Q: For Colombia, what is the benefit of this training?

Bernal: This is submarine training that we can only have here. You have some anti-submarine warfare technology that our navy doesn't have. With your ships, helicopters and aircraft, we can have that kind of war scenario that will make our crew improve their training in some procedures—like, to avoid detection and to detect, track and attack a surface ship.

Another benefit is to have interoperability procedures with another navy, so we work together in some exercises. It's good for us to develop that kind of training, to be in international operations. With submarines, we don't do a lot of multinational exercises. It's very unique.

Q: How unique is it to resupply and refuel in a foreign country?

Bernal: You have a different standard, not metric. So we have a lot of work trying to locate spare parts that we may need at sea. And the oil and the fuel, we have to search for some equivalents that we use normally in Colombia. I think every year we have new things. This year, we have to look for a special oil that we had to bring from London because it's a European oil and you don't use it here normally.

And we have to change some of our normal menu. Because we have a lot of different dishes than you have here. But we are allowed to approve some new menus for the crew.

Q: What new menu items?

Bernal: New York steak. In Colombia, we have more fish and chicken. And, in Colombia we can find more fruits. Here the fruits are more expensive, and we can't find all the fruits we have in Colombia. For example, passion fruit. In Colombia, it's easy to find passion fruit.

Q: What do you think Pijao's crew will remember from this visit?

Bernal: We have a very strong partnership with the U.S. Navy, and every time we come here they treat us like Navy members, with camaraderie. In exercises normally we are in opposing teams, but on shore we are on the same team. Every year we make something new in the training. 🌟

NAVSUP Fleet Logistics Center Yokosuka's Logistics Support Center Prepared USS Ronald Reagan (CVN 76) for Mid-Deployment Visit

By Lee Mundy

OFFICE OF CORPORATE COMMUNICATION – LEGISLATIVE AFFAIRS

Navy Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Yokosuka Logistics Support Center (LSC) team welcomed aircraft carrier USS Ronald Reagan (CVN 76) to Berth 12 of its homeport by providing transportation, waste management, delivery of mail and other support, August 25, 2023.

Before Sailors and carrier air wing crew are reunited with their loved-ones, many things need to happen in preparation of a ship returning to homeport. For the Reagan, with a crew of approximately 5,000 personnel, waste materials, recycling, supplies and more, offloading is no easy feat. NAVSUP FLC Yokosuka plays a large role in preparations – both on land and at sea – to ensure the return to homeport runs smoothly and efficiently to prepare for its next phase of deployment. NAVSUP FLC Yokosuka Logistics Support Center (LSC) is the liaison between the actual facilitators and the ship.

Several days before the Reagan's return, I had the opportunity attend the briefing lead by NAVSUP FLC Yokosuka's Logistics Support Representative (LSR), LS2 Nigel Pasague. Filling the room were the FLCY LSC team, civilian, military and master labor contractors (MLCs), who provided the technical and operational assistance. Commander Fleet Activities Yokosuka (CFAY), NAVFAC Far East, NAVSUP FLC Yokosuka Contracting, and Defense Logistics Agency (DLA) worked together to iron out any last minute concerns, reviewing the minute-by-minute execution of the staging and offload process, and arranging for transportation of the air wing crew's supplies and parts that must make their way back to Naval Air Facility Atsugi (NAFA) and Marine Corps Air Station Iwakuni (MCAS Iwakuni).

The USS Ronald Reagan made specific requests for transportation and equipment, such as cranes, forklifts, buses and trucks, which Naval Facilities Engineering Command (NAVFAC) Far East provided. However all equipment and transportation needed to be

vetted and approved by the LSC team first. The team was responsible for coordinating all transportation and ordering and overseeing the deliverables.

At sea, the last fuel replenishment was made, and Carrier Air Wing 5, consisting of nine squadrons and 81 aircraft, returned to NAFA and MCAS Iwakuni before the Reagan's arrival. On land, two industrial-sized cranes were strategically placed on the pier, forklifts were delivered, hoppers were set nearby for metal and industrial waste removal, including over 100 large pucks of



LS2(SW) Nigel Pasague reviews schedule of equipment needed for Reagan's return with personnel.

compressed recyclable plastics, and dumpsters stood by to accept the sorted, personal trash of each Sailor and military personnel as they disembarked. Areas were mapped out for the delivery of incoming ship parts, ships store replenishment and other munitions. Upon arrival and over the course of two days, 32 buses transported air wing personnel stationed in Atsugi back home, while 17 trucks transported their luggage, baggage and mechanical tools and equipment to their perspective locations. Eleven dumpsters were on rotation, continuously filling and emptying material waste.

Lt. Philip Reilly, S-8 Material Division, Division Officer, onboard the USS Reagan, explained the important relationship

between the LSRs and the ship. "We came in to receive some parts and undergo maintenance before heading out to complete our deployment. It's great to see everything come together," said Lt. Reilly. "What we're able to accomplish to sustain the strike group...it's due to training and also being part of a team. We make what we accomplish look easy," he continued. "Working with the team at FLC Yokosuka is awesome. We are not an easy customer. Our schedule changes within a day, as well as the amount of materials coming on and off the ship. We have non-stop support. At times I have been on the phone at six, seven, eight at night, and they are still working late to make sure that we have contracts and have the services we need for the next day. I've never heard no, it's always 'it will get done'".

Before the Reagan's return, more than 7,200 pounds of mail was stored at Fleet Mail Center (FMC) Yokohama, staged for delivery. FMC mail routers communicated directly with the Reagan's supply team and postal personnel, to set up pier-side deliveries upon return. Because a quantity of mail that large cannot be processed at one time, the FMC worked out a delivery plan with the ship to deliver the mail incrementally until all mail was delivered.

The following week, the well-executed choreography between large cranes, fork lifts, and pallet jacks and personnel performed the onboarding of general cargo and food. "Everything was separated a week ago... they requested a lot of materials to be delivered this week. Simultaneously, bags of mail, 20-40 pallets of general cargo and ships store material, and 20-40 pallets of food are all being delivered in one day," said LS2 Pasague. Cranes were arranged on the pier near the aircraft elevators and pallets were delivered pier-side. JLG lifts were loaded onboard, which moved the pallets to their staging areas, strategically located near the appropriate storerooms. From there, the Culinary Specialists (CSs), Logistics Specialists (LSs)



Above: Sailors embark the buses waiting to take them to Naval Air Facility Atsugi and Marine Corps Air Station Iwakuni. –photo by Morita Midoriko

and Retail Specialists (RSs) received, inspected and stowed the incoming materials.

With the strong support of the LSRs, as well as the other major players, NAVFAC Far East, CFAY, NAVSUP FLC Yokosuka Contracting, and DLA, the Reagan successfully prepared for its next phase of deployment. 🌟

A special thank you to LS2(SW) Nigel Pasague for his contributions to this article.



Above: NAVSUP FLC Yokosuka Logistics Support Center (LSC) team welcomed aircraft carrier USS Ronald Reagan (CVN 76) to its homeport by providing transportation, waste management, delivery of mail and other support. –photos by Morita Midoriko

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