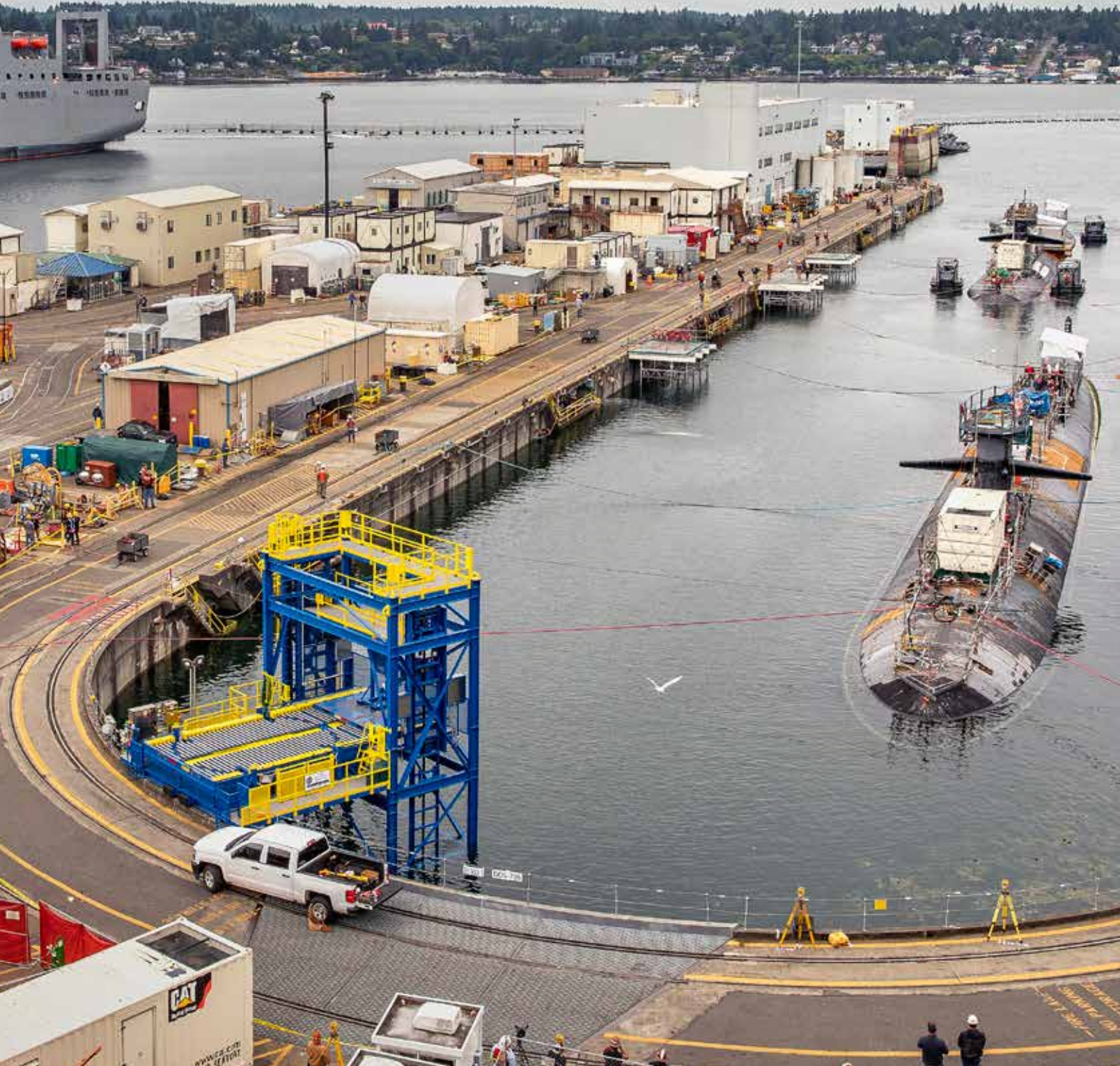


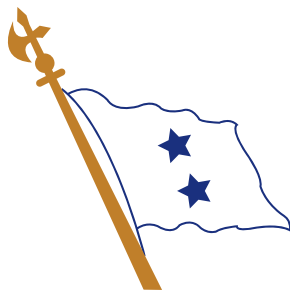
THE NAVY SUPPLY CORPS



Newsletter

Spring 2022





A Message from the Chief of Supply Corps

Increased global strategic competition demands a ready, and capable fleet. The unique skillsets of Supply Corps officers and NAVSUP employees offer a warfighting advantage that only we can deliver. Our integrity, agility and experience place us at the forefront in delivering the capabilities, capacity and sustainment the fleet needs to operate forward. I commend each of you to continue to push the envelope with your forward thinking and innovation in supply chain, acquisitions and sustainment to achieve mission success.

I am extremely proud of your motivation to approach unforeseen challenges with a growth mindset to confront enduring complex and emerging problems. We are improving daily because of our relentless commitment to excellence. Our reputation for generating readiness and sustaining naval forces worldwide is our winning proposition.

Since my last update, NSS-Supply continues to accelerate toward deepening our understanding of the highest impact supply levers to enhance Navy's end-to-end supply chains to yield improved performance and affordability. Our progress is rapidly improving standards of performance with positive effects. The impact can be seen both ashore and in the fleet with real, measurable results. As we move forward in our NSS-Supply five-year plan, we will continue to "Get Real" through rigorous self-assessment and "Get Better" by fixing or elevating barriers and self-correcting, always with a learning mindset.

This newsletter highlights our four public Navy Shipyards - Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY&IMF), Portsmouth Naval Shipyard (PNSY), Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS&IMF), and Norfolk Naval Shipyard (NNSY).

Each shipyard performs a vital role in national defense by performing maintenance and modernization on submarines and aircraft carriers in order to deliver on-time combat-ready ships to the fleet. The shipyards are critical national assets.

As we navigate 2022, let us remain aggressive, action oriented and courageous in the mission-focused support we provide to the fleet.

Thank you for your continued dedication and commitment to our Navy and our nation as we relentlessly improve the lethality of our forces.

P.G. STAMATOPOULOS
RADM, SC, USN

Follow me on Facebook! facebook.com/ChiefofSupplyCorps



NEWS FROM THE Command Master Chief

Supply Family,

Greetings from your somewhat snowy NAVSUP HQ here in Mechanicsburg, Pennsylvania.

This newsletter will focus on our Navy Shipyards and how NAVSUP is making them more effective/efficient. While I have limited exposure to shipyards (just one-yard period), I have visited them all and I do know a little bit about how our NAVSUP family is making improvements with the NSS-Shipyard initiative. It was late 2020 and early 2021 when our partners in the four shipyards and a bunch of brilliant NAVSUP minds came together and took NSS to the next level, digging into process improvement and asking the hard questions. Since then, we've avoided significant delays by a heightened focus on prioritization and barrier removal. Increased knowledge diffusion and transparency has opened doors to innovation that we didn't think possible. Sometimes you have to unlearn the "old" to transform into the "new" and we're doing just that.

I'll keep my piece brief this time because you'll get to read all about it in the ensuing pages of this newsletter. I think what sticks with me and what you should be incredibly proud of is the NAVSUP culture and your individual team climates. From the very top, every day we show up focused and inquisitive in order to get real and get better. From every deckplate grate across our NAVSUP Enterprise, team leaders are building upon that culture through open and honest communications, driving climates of excellence. OWNING "it" isn't easy, but it's expected and the reward of serving something greater than yourself making it better - well, that's PURPOSE.

In closing, I want to echo a statement that a mentor recently said, something that binds our integrity with purpose.

"When we embrace the red, it allows our teams to know that they can go after a problem and work together to figure it out. We want to have tough, candid conversations with each other. It's empowered all levels of our workforce to be able to work together. I think the most transforming piece is that culture shift is allowing us to work across other commands, rather than pointing fingers at one another."

Stay strong and healthy, and continue to be there for each other and the NAVSUP mission. I'm proud to be your CMC and I'm here if you need me - just drop a line or give me a call.

See ya in the fleet and continue to give it your all - All Day, Every Day!

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

NEWSLETTER

Spring 2022

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Remote Fueling: Increasing Time on Target

By Senior Chief Mass Communication Specialist RJ Stratchko

NAVY EXPEDITIONARY LOGISTICS SUPPORT GROUP PUBLIC AFFAIRS

With frost on the ground, Sailors and Marines can see their breath creating cold clouds of condensation as they move around exiting their camouflaged tents on the edge of a remote airfield on Wallops Island, Virginia. In the distance, the sound of radio chatter and propeller wash excite the air. It's time to move some fuel!

The blue-green teams of the Navy and Marine Corps expeditionary forces from Navy Cargo Handling Battalion (NCHB) ONE, expeditionary fuels team and Marine Wing Support Squadron 271, Aviation Mobility Company, forward arming and refueling point (FARP) platoon, integrated and train in coordination with a Joint Navy-Marine Corps FARP as part of U.S. Fleet Forces Command Fleet Battle Problem (FBP) 21-3.

With the sound of the helicopter getting closer, a Marine raised the signal flag disclosing the location of the FARP to the MH-60R Sea Hawk, from the "Proud Warriors" of Helicopter Maritime Strike Squadron (HSM) 72. The aircraft director guided the helicopter into place and the team approached the aircraft to refuel.

A FARP operates with minimum personnel and a small amount of equipment. They are designed to provide fuel and ordnance to aircraft in remote locations to reduce the time between turns for aircraft while conducting missions. The FARP has proven to save time and increase the time-on-target for each aircraft sortie.

In the scenario, the FARPs location was compromised and the team had to

extract and change locations to another airport.

A FARP can be set up and moved in hours depending on the size and number of aircraft they were set up to service.

"This is another great opportunity for Navy Expeditionary Combat Command forces to fully integrate with the Marine Corps and expand our warfighting capability," said Master Sgt. Robert Gallup, Navy Expeditionary Logistics Support Group Plans and Operations chief.



Marines, assigned to Marine Wing Support Squadron (MWSS) 271, Aviation Mobility Company, forward arming and refueling point (FARP) Platoon, integrate and train in coordination with Sailors, assigned to Navy Cargo Handling Battalion 1, to refuel an MH-60R Sea Hawk, from the "Proud Warriors" of Helicopter Maritime Strike Squadron (HSM) 72, at a FARP, at Wallops Island. —photo by Senior Chief Mass Communication Specialist RJ Stratchko

Exercises like this demonstrate the interoperability of our forces, as well as the ability our units have to integrate with other services, reinforcing a culture of learning and increasing our warfighting readiness.

"As we operate in these joint events, I am gaining a lot experience—we

demonstrate the integration of force capabilities with the Marines and it has provided us with a lot of hands-on training and lessons on equipment and operations," said Aviation Boatswain's Mate (Fuels) 1st Class Carlo Silva, Navy Cargo Handling Battalion Fuels leading petty officer.

FBP 21-3 refined how the Navy synchronizes maritime operations across multiple anti-submarine warfare (ASW) platforms in support of maritime homeland defense. ASW training opportunities improve multi-domain cooperation, maintain superior lethality in defense of the homeland, and ensure continued freedom of navigation throughout the Atlantic. The U.S. Navy's ability to conduct integrated operations around the globe across the full-spectrum of military operations is a core requirement for maintaining maritime superiority during this era of strategic competition.

Navy Expeditionary Logistics Support Group (NAVELSG) provides dynamic logistics support to the joint force across the spectrum of conflict from peacetime support to major combat operations. NAVELSG rearms, refuels, and resupplies the fleet when and where needed to reinforce maritime lethality and support the Navy Expeditionary Combat

Force efforts to CLEAR, SECURE, BUILD, and PROTECT in the littorals. 🌟

For more news from Navy Expeditionary Logistics Support Group, visit www.dvidshub.net/NAVELSG or www.necc.usff.navy.mil/navelsg. You can also find us on social media at <https://facebook.com/Navelsg/>, <https://linkedin.com/company/navelsg>, <https://instagram.com/navelsg>

Wallops Island. —photos by Senior Chief Mass Communication Specialist RJ Stratchko



Enabling Fleet Readiness through Shipyard Support

By Cmdr. Jan Schotman

SITE DIRECTOR, MAINTENANCE AND MODERNIZATION DIVISION,
NAVSUP FLEET LOGISTICS CENTER NORFOLK

NAVSUP Fleet Logistics Center (FLC) Norfolk's Industrial Support Department provides full spectrum, cradle-to-grave logistics support to Naval Sea Systems Command's (NAVSEA) mid-Atlantic construction and maintenance activities and is a key enabler to the operational readiness of the fleet.

Management of new construction in the mid-Atlantic region falls under three of the Supervisors of Shipbuilding (SUPSHIP) commands; SUPSHIP Bath for guided missile destroyers, littoral combat ships, and multi-mission surface combatants; SUPSHIP Groton for Virginia Class and the new Columbia class submarines, and SUPSHIP Newport News for the Ford class aircraft carriers and Virginia Class submarines.

NAVSUP FLC Norfolk utilizes embedded military and civilian personnel across these three commands, providing a wide range of on-site support to new ships (and boats) under construction, including: contract oversight, configuration and allowancing, procurement of government furnished material, and tech documentation management. At any given moment, NAVSUP FLC Norfolk is directly supporting around two dozen vessels actively being built, while assisting the SUPSHIP activities in planning future builds.

Maintenance for ships and submarines in the mid-Atlantic is the responsibility of the Mid-Atlantic Regional Maintenance Center (MARMC). Similar to how NAVSUP FLC Norfolk supports the SUPSHIPS, over 30 Sailors and 80 civilians are attached to MARMC to execute the supply functions needed to conduct Chief of Naval Operations Availabilities and Continuous Maintenance Availabilities. This Integrated Logistics Support consists of three interrelated lines of effort.

The first begins in the planning phase. The maintenance team identifies the requirements for the upcoming availability and develops a list of Long Lead Time Material (LLTM); maintenance parts that have a lead time great than 30 days. NAVSUP FLC Norfolk's LLTM Team takes this list and begins procuring it, managing the receipt of items as they are delivered, before kitting parts by maintenance work item, and then finally coordinating turn over to a contracted private shipyard.

The second line of effort happens in the execution phase. In addition to providing continued materiel support to ships actively undergoing maintenance, NAVSUP FLC Norfolk provides a suite of services for the ship under the Integrated Logistics Operations/Phased Maintenance Review (ILO/PMR) Team. ILO/PMR takes advantage of the maintenance environment to conduct critical logistical upkeep that would otherwise be difficult or impossible during normal operations; tasks such as conducting full analysis on repair parts and allowancing, as well as the currency of the ship's technical manuals, configuration, and the Planned Maintenance System (PMS).

While the first two lines of effort are specific to maintenance phases of a ship's life cycle, the third actually occurs throughout. NAVSUP FLC Norfolk Assessment Teams conduct periodic validations aboard ships to ensure that any outstanding maintenance deliverables have been received, as well as provide assistance to ship's company on identifying and correcting any discrepancies in key logistical enablers – such as configuration and PMS – that may have developed since the ship's last maintenance event.

All of NAVSUP FLC Norfolk's shipyard support functions – both to new construction and maintenance – are absolutely critical to the Navy meeting its objectives as outlined in the National Defense Strategy and Secretary of the Navy's Strategic Guidance. It ensures that ships coming out of construction and maintenance availabilities are not only operationally ready to go into harm's way, but just as importantly operationally supportable once they get there. 🌟





Navy Cargo Handling Battalion-THIRTEEN Earns National Defense Transportation Association 2020 Military Unit Award

By Lt. Cmdr. Keith Darby

PUBLIC AFFAIRS

Imagine receiving a Warning Order for rapid deployment of 94 personnel with air cargo and cargo terminal experience to support the fleet in an undisclosed location and duration; in the midst of a global pandemic and an uncertainty of available support services. Navy Reserve Navy Cargo Handling Battalion-THIRTEEN (NCHB-13) received that call and within 48 hours leadership provided a by-name roster of 99 qualified Sailors to Navy Expeditionary Logistics Group, ready to go.

Ultimately, support was not required for that mission. That level of commitment from leadership and willingness from NCHB-13's Sailors is just a glimpse as to why this battalion earned the National Defense Transportation Association 2020 Military Unit Award.

From January 1, 2020 to December 31, 2020, NCHB-13 supported events ranging from Pacific Pathways onload movements in Hawaii, Native Fury in United Arab Emirates (UAE), ordnance handling proof of concept in Iceland, to extensive cargo ship on-loads and off-loads CONUS and OCONUS. NCHB-13 provided two surface hatch teams for cargo onload operation in UAE and joined the U.S. Marine Corps and U.S. Air Force for operations on 16 aircraft platforms to successfully complete over 500 missions

in support of Native Fury. Again, all during a global pandemic.

"COVID-19 impacted several operations, because our face-to-face interactions were limited to mission essential operations only," said Lt. Tamika Lang, assistant operations officer. "However, NCHB-13 was able to conduct virtual drills, training, and schools, which allowed us to directly increase our readiness despite the current COVID-19 restrictions."

NCHB-13 consistency proved resourceful, leadership gave no excuses about why they couldn't do it, just solutions as to how they were going to get the job done.

Some specific accomplishments include twenty-one NCHB-13 Sailors comprising two surface hatch teams supporting cargo operations command and control for the emergent tasking for cargo onload aboard the MV Cape Hudson roll-on, roll-off cargo vessel, during Pacific Pathways onload. The teams accomplished the successful onload of 649 pieces of cargo without incident.

During Navy Integrated Exercise 20-1, three NCHB-13 personnel supported both Mobile Diving and Salvage Unit TWO and Navy Expeditionary Warfighting Development Center Little Creek as an officer staff augmentee and two enlisted replicators.

NCHB-13 staff provided expert knowledge on all expeditionary cargo capabilities, allowing for leadership opportunities for both training staff and event participants.

From February to March 2020 in Keflavik, Iceland, NCHB-13 provided one ordnance subject matter expert for a unique opportunity to support a proof of principle assessment for new ordnance loading technologies, directly supporting Navy Expeditionary Logistics Support Group. NCHB-13 staff support for proof testing of new handling equipment set the stage and instrumental in the initial staffing of Expeditionary Reload Teams which will be implemented in the near future across all cargo battalions.

"Although not a tangible commodity, flexibility during COVID-19 was perhaps the most valuable commodity. As a battalion, operations changed rapidly and required our Sailors to quickly respond and support our custom needs," said Lang "The rapid changes were difficult because we had to ensure funding was available to support the operations with such short notice. NCHB-13's vast network allowed the battalion to connect with the appropriate funding sources that confirmed funds would be available to support the mission."

While other reserve battalions kept their equipment in lay-up status, NCHB-13 equipment has been on active status with regular maintenance throughout the year. Their commitment to readiness ensured a seamless return to training as health conditions permitted.

NCHB-13's commitment to be "on the ready" set the stage for the unit's selection to participate in the Readiness Initiative Pilot Program sponsored by Navy Expeditionary Combat Command. Continuing to build on the legacy of best in class support, NCHB-13 is now at full speed in this new program which allocates additional funding for training efforts in order to increase overall battalion readiness through class room training, on the job training, and field exercises.

Overall, NCHB-13 efforts for 2020 include 741 man-days support of fleet exercises and real work events, completed 529 missions, 649 pieces of cargo loaded, conducted operations on 16 aircraft platforms moving 5,201 passengers, 725 pallets, 11,545 packages, and 146,560 pounds of ammo. 🌟

Above: NCHB-13 earning the National Defense Transportation Association 2020 Military Unit Award –photo by Cheri Cullen

iForecast Improves Understanding of Submarine Maintenance Material Requirements

By Michael Hammer

DATA MANAGEMENT AND DIRECTORATE SUPPORT DIVISION
SUPERVISOR, NAVSUP WEAPON SYSTEMS SUPPORT

The iForecast intelligent forecasting model is the current standard model and business process in place for the Naval Sea Systems Command (NAVSEA) engineering community that provides a material-requirements forecast to the supply community.

The iForecast model and business processes were developed in response to an action from the Submarine Team One Executive Steering Committee to develop, enhance, and sustain a data model designed to produce robust submarine maintenance material forecasts and communicate these future requirements to the Navy Supply System Command (NAVSUP), NAVSUP Weapon Systems Support (WSS) and Defense Logistics Agency (DLA). The intent of the action was to address the gap of the predecessor forecast process, the Submarine Engineering Operating Cycle, as it was predicting only 7% to 10% of the material requirements necessary to support maintenance execution.

The model was incrementally developed starting with two fast-attack submarine hulls in 2018 and has since expanded to forecast maintenance material requirements for over 40 submarine depot availabilities. The current scope includes depot-level shipyard maintenance availability periods for the Seawolf-class, Los Angeles-class, and Virginia-class fast-attack submarines.

In addition to an exponential increase in the effectiveness of the forecast signal, the effort also included the collaborative development of a new transaction process that provides full traceability and transparency of all requirements. This process provides feedback to the maintenance community regarding supply disposition of forecasted requirements, which is used to inform alternate procurement strategies where necessary.

Currently, iForecast contains approximately 50,000 forecast records projecting material requirements across all fast-attack submarine unique depot maintenance availability periods scheduled over the next five years. All submitted forecast records are processed by NAVSUP WSS, who then loads and maintains special program requirements in both the NAVSUP WSS and DLA Enterprise Resource Planning systems.

A key tenant to the iForecast model design and development efforts has been to optimize the risk and benefit to supply chain readiness. In order to achieve an optimized predictive model, iForecast relies on an engaged and transparent community to provide a continual feedback loop to improve all aspects of the model and process. The iForecast working group consists of representatives from Submarine Maintenance Engineering,

Planning and Procurement; Program Executive Office Carriers Product Support Team; Surface Maintenance Engineering Planning Program, NAVSUP WSS and DLA.

A key component of the feedback loop is the iForecast buyback tracking performed by the supply system. Buyback metric tracking begins 12 months prior to the start of each availability, at which time a special program requirements forecast snapshot is taken and continues until the availability is completed. Buyback rates are measured by capturing and matching incoming shipyard requisitions to the iForecast special program require-



Sailors assigned to the submarine tender USS Emory S. Land (AS 39) weapons handling division conduct an offload of a Tomahawk missile from the Los Angeles-class fast-attack submarine USS Asheville (SSN 758.) —photo by Petty Officer 1st Class Victoria Kinney

ments record. Metrics are captured every month throughout the availability, measuring buyback rates at three different levels: item, quantity, and dollar value. To date, preliminary buyback metrics point to iForecast achieving the effort's initial targets. As of October 2021, the first three submarine availabilities nearing completion have realized greater than 70% buyback rates by dollar value.

Additional steps are being taken to increase the scope of the iForecast and formalize the model as the standard program for maintenance material forecasting. Current expansion efforts include the addition of nuclear-material requirements, fast-attack submarine intermediate-level maintenance, and maintenance for ballistic- and guided-missile nuclear submarines, as well as the maturing of similar processes for aircraft carriers and surface ships. NAVSEA and NAVSUP WSS are coordinating with Program Executive Office, Attack Submarines, to formalize in writing the purpose, methodology, and resulting material requirements generated via iForecast to support Submarine Shipyard Availabilities. This will establish iForecast as an integral component of stakeholder collaboration during future planned maintenance availability periods. ☀

Maritime Industrial Support: Evolution in the Industrial Enterprise

By Capt. Erik Naley

DIRECTOR, SUBMARINE AND AIRCRAFT CARRIER OPERATIONS, NAVSUP WEAPON SYSTEMS SUPPORT

For the uninitiated, a magnifying glass has been placed directly over the maritime industrial support enterprise for the last 18 months.

With the critical goal of returning ships to sea, on time and under budget, the Navy's four public shipyards have been hard at work repairing, refurbishing, and refitting our ships and submarines, so that they can continue operating globally and carry out missions vital to national security.

Unfortunately, significant issues, delays, and shortcomings that negatively impact the shipyards' abilities to complete maintenance on time have surfaced. Maintenance jobs not originally in the work plan and jobs that expand in scope have increased causing shipyard workloads to be constantly reassessed and realigned. These delays have significant downstream maintenance and operational schedule impacts as ships are bottlenecked, awaiting other availabilities to finish before the next can begin. The shipyards have also experienced issues with getting material and parts. Material support at the shipyards must evolve to support the ever growing and changing requirements across the fleet.

Previously, each of the Navy's public shipyards had their own Supply Department, known as the Code 500, responsible for overseeing and executing all manner of supply functions internal and external to the shipyards. Following the 2005 Base Realignment and Closure Commission (BRAC) report, Congress recommended consolidating all collocated Defense Logistics Agency (DLA) and naval service supply, storage, and distribution functions under DLA. The consolidation effort included elements of each public naval shipyard and supporting Fleet

Industrial Supply Centers and ultimately led to the disestablishment of the Code 500s at each of the public shipyards. The dream was that this consolidation would reduce cost and improve support to the shipyards. Unfortunately, the dream was never realized. This decision has resulted in fragmented material management within the shipyards and the inability to accurately forecast, identify, and prioritize requirements without a supply department. Naval Sea Systems Command and its public shipyards largely fended for themselves for the next 13 years with indirect support from various supply entities to include Naval Supply Systems Command, NAVSUP Weapon Systems Support, and DLA, but the results certainly were not world-class.

In 2018, in order to address these lingering and increasingly visible material challenges, NAVSEA, NAVSUP, and DLA signed a joint memorandum of agreement to refocus and reestablish material support at the shipyards. The memorandum recalled the Supply Departments/Code 500s within each shipyard to oversee all material functions and improve overall supply support to CNO availabilities. A year later, the Code 500s were officially re-implemented. Under the leadership of a Navy Supply Corps captain and various supporting military and civilian logisticians, they were directed to formally take over material process ownership, policy adherence, and reestablish the basic "blocking and tackling" expected of effective supply departments. At the same time, NAVSEA also stood up a new internal department, NAVSEA 04S, focused on aligning policy and procedures across the Code 500s and their interactions within the broader supply and maintenance communities.

I was lucky enough to be one of the Code 500s and led the newly reestablished organization at Pearl Harbor Naval Shipyard in Hawaii until 2020. It was a memorable and rewarding experience that allowed me to see firsthand how vitally important our shipyard operations are to our national security, while also identifying the uphill battle and numerous challenges that stood in the way. Because there had not been a supply presence at the shipyards for 15 years, one of my primary tasks was to instill supply discipline back into the shipyard, training and correcting poor practices and behaviors that had been

running unchecked over time. There are still obstacles – both institutional and cultural – that each Code 500 is working to overcome, but the foundation that has been laid will pay dividends as we continue to improve meeting material requirements in support of CNO availabilities.

Concurrent with the establishment of the Code 500s and NAVSEA 04S, NAVSUP WSS quickly worked to bolster support of the maritime industrial enterprise by establishing the Maritime Industrial Support Division under the umbrella of the Submarine and Aircraft Carrier Operations Directorate, N97. This new team is made up of a civilian supervisor, a military deputy, and twelve full time civilian logisticians and serves as the single point of entry into NAVSUP WSS. They have daily, direct communication with each availability project and each Code 500, and work to ensure the proper level of attention is given to shipyard material requirements.

It is clear that industrial support has changed drastically over the years – in scope, organizationally, and procedurally – and will continue to do so to meet the ever growing demand and requirements placed on the enterprise by the fleet. While NAVSUP is just one piece of the puzzle, we now have a rare opportunity to impact the industrial landscape at large, be the master of our own destiny in shaping material support at the shipyards, and directly contribute to warfighter readiness for years to come.

Though NAVSUP had always played a role in ensuring availabilities are successful, in the past it has largely been a supporting player with limited resources to enact institutional changes. With the recent creation of the Naval Sustainment Systems -Shipyard initiative, the focus is now, more than ever, on working together to overcome these challenges – decrease churn and schedule delays – and finding ways to get national assets back to sea where they belong. 🌟



Code 500s: Linking the Supply Chain to the Shipyard

By NAVSUP Weapon Systems Support's Maritime Industrial Support Office

As the material process owner, Code 500's primary purpose is to oversee all non-nuclear material activities at the shipyard and address all material-related questions and issues. Code 500 is the key conduit between the shipyard, Naval Sea Systems Command (NAVSEA), and external operational partners for all material and logistics matters. Not only are they accountable for managing the long-term planning and execution of non-nuclear ship material acquisition and industrial material support for their command, but also are functionally aligned with Defense Logistics Agency Land and Maritime to provide operational direction and prioritization to support the shipyard's material requirements.

As part of the NAVSEA rollout, the Code 500s were organized into three divisions: Compliance & Strategic Analysis (Code 510), Material Sourcing (Code 520), and Project Support/Job Readiness Coordination (Code 530). As the Code 500s continue to evolve organizationally, the team will soon expand to include both a Procurement Division (Code 540) and a Distribution Division (Code 550). With the addition of these two entities, Code 500 will become the end-to-end material manager for the shipyard.

Through financial improvement and audit readiness adherence, direct project support, trend analysis and process improvements, the Code 500 team is devoted to doing their part in keeping the fleet fit to fight by driving material planning through early and frequent coordination with project and supply system stakeholders. The authority to serve as the centralized orchestrator in driving material performance, and implementation of real-time supply and job data to inform execution of shipyard priorities continues to improve the overall effectiveness of material management.



Above: Pearl Harbor Naval Shipyard in Hawaii. —photo by Mass Communication Specialist 1st Class Michael Zingaro

Shipyard Spotlight: Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility

By Capt. Jayson Cramer, Supply Officer

PEARL HARBOR NAVAL SHIPYARD

Set in a strategic location and vital waypoint between the mainland United States and the Asia-Pacific region, the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility has been crucial in enabling U.S. Navy readiness across the Pacific.

Officially established on May 13, 1908, this shipyard has provided pivotal support during generations of combat operations, earning the motto “We Keep Them Fit to Fight!” The men and women shipyard workers today, just as those before them, are dedicated professionals who repair, maintain, and modernize the U.S. Pacific Fleet. These world-class experts embody the values of honor, courage, commitment, and aloha. Collectively, they remain committed to having the shipyard “no ka ‘oi”—Hawaiian for “the best”—continue to be recognized as the superior maintenance provider in the Pacific.

Having centralized and consolidated material support functions is key to the successful execution of maintenance availabilities. Beginning in 1996, these roles were outsourced to what was then called Fleet and Industrial Supply Center Pearl Harbor. Residing under NAVSUP until 2010, these responsibilities were transferred to Defense Logistics Agency cognizance as part of Base Realignment and Closure in 2005.

In 2019, the Naval Sea Systems Command Shipyard Board of Directors decided to re-establish an organic Supply Department, also known as Code 500, within each of the four public shipyards, with implementation beginning at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility in February 2020, and full implementation is expected in 2022. The vision for shipyard material management continues to evolve today. 🌟

Shipyard Spotlight: Portsmouth Naval Shipyard

By Capt. Aaron Ayers, Supply Officer

PORTSMOUTH NAVAL SHIPYARD

Portsmouth Naval Shipyard was established by the federal government in 1800, and launched its first product, the 90-gun Ship of the Line USS Washington, in 1814.

During World War I, the workforce expanded to nearly 5,000 as Portsmouth Naval Shipyard took on a new and important role—the construction of submarines—in addition to the overhaul and repair of surface vessels. World War II saw civilian employment swell to over 25,000. Over the course of World War II, more than 77 submarines were constructed at the shipyard, with a record four submarines launched on one day.

Following World War II, Portsmouth Naval Shipyard was the Navy's center for submarine design and development. The research submarine, USS Albacore (AGSS 569), with its revolutionary

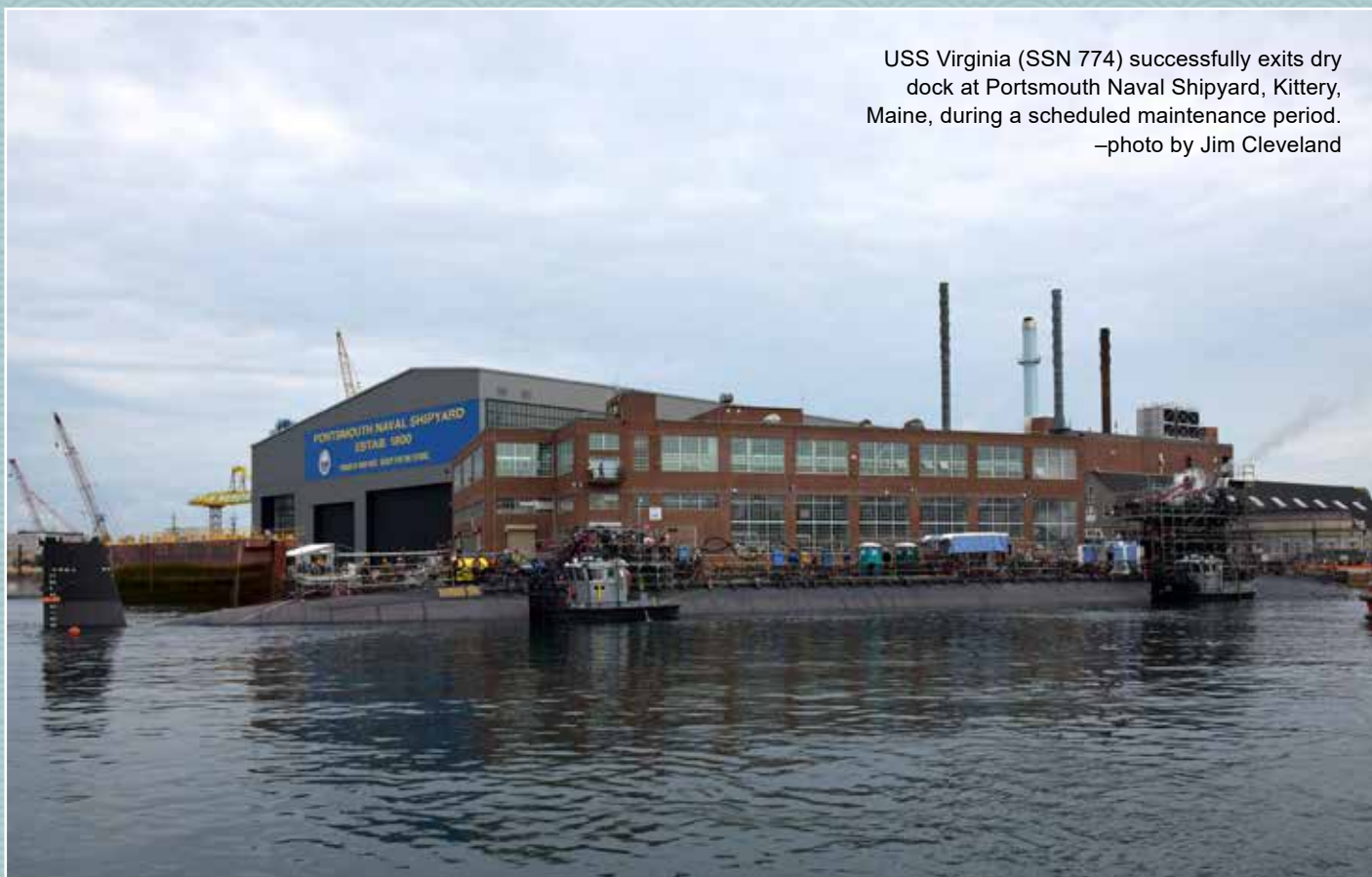
tear-drop-shaped hull and round cross section, set the standard for all subsequent submarine hull design worldwide. Portsmouth Naval Shipyard continued to build submarines until 1969, when the last submarine built in a public shipyard, the nuclear-powered USS Sand Lance (SSN 660), was launched.

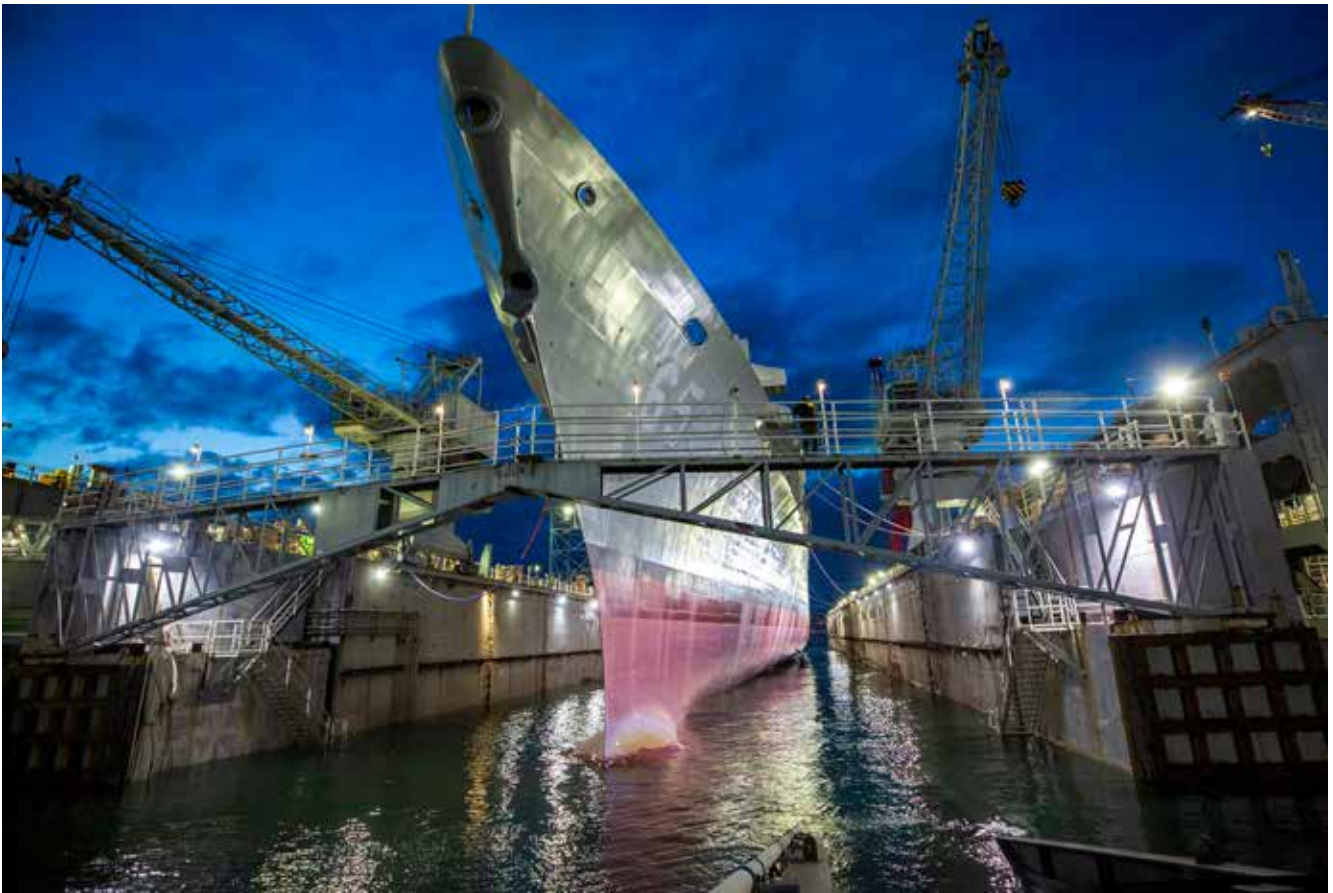
In 2001, the roles and responsibilities of supply were transitioned to Fleet and Industrial Supply Center Norfolk. Under the Base Realignment and Closure initiative from 2005, supply management was transferred to Defense Logistics Agency in 2010. In 2019, the Naval Sea Systems Command (NAVSEA) Shipyard Board of Directors decided to re-establish an organic supply department, also known as Code 500, within each of the four public shipyards, with Portsmouth Naval Shipyard implementation beginning in February of 2020, and full implementation expected in 2022.

Today, Portsmouth Naval Shipyard is America's leader in attack submarine maintenance, repair and modernization. As a field activity of NAVSEA, Portsmouth is committed to expanding Navy's undersea advantage and maritime superiority by continuing to deliver first-time quality work, on time and on budget. In addition to the shipyard operations, Portsmouth Naval Shipyard has a detachment in San Diego responsible for providing all intermediate-level maintenance to submarines homeported in San Diego.

Leaning into the need to improve material readiness, Portsmouth Naval Shipyard has been leading the Navy in understanding and articulating Virginia-class material challenges and pushing for systemic solutions setting up the fleet for long-term success. 🌟

USS Virginia (SSN 774) successfully exits dry dock at Portsmouth Naval Shipyard, Kittery, Maine, during a scheduled maintenance period.
—photo by Jim Cleveland





Above: Night begins to fall at the Vigor Shipyard in Seattle, as USS Chosin (CG 65) prepares to undock following 14 months of major repairs, one of the most complex availabilities ever led by the Puget Sound Naval Shipyard & Intermediate Maintenance Facility Detachment Everett team. —photo by Wendy Hallmark

Shipyard Spotlight: Puget Sound Naval Shipyard & Intermediate Maintenance Facility History

**By Capt. Mike Krisman,
Supply Officer**

PUGET SOUND NAVAL SHIPYARD

Originally established in 1891 as a naval station, Puget Sound Naval Shipyard has proudly built and serviced the nation's vital naval assets through two world wars and several conflicts, many technological changes, as well as fluctuations in the nation's economy. Adaptability, perseverance and devotion to duty remain the driving forces behind the command's ability to earn and keep its reputation as a provider of world-class service to the fleet.

The early years

In 1877, Navy Lt. Ambrose Wyckoff was assigned the task of locating a deep water protected harbor where the Navy could establish a shore facility above the 42nd parallel north. Along with a team of surveyors, Wyckoff scouted the

Puget Sound from the San Juan Islands to Olympia, Washington. Sinclair Inlet was identified as an ideal location. In 1889, Congress approved a budget to purchase some land around Sinclair Inlet for the establishment of a naval station.

On Sept. 16, 1891, the Navy finalized the purchase of the original 145 acres of land and formally dedicated the opening of Naval Station Puget Sound with Wyckoff as the station's first commandant.

In 1892, Wyckoff acquired additional land, bringing the total to approximately 190 acres. That same year, in December, the Navy broke ground for the construction of the first of six dry docks that would be built. The first battleship to be dry-docked was the former USS Oregon (BB 3) in 1897.

In 1901, the Naval Station was re-designated Navy Yard Puget Sound.

World wars and conflicts

During World War I, the Navy yard constructed ships, including 25 submarine chasers, seven submarines, two mine-sweepers, seven sea-going tugs, and two ammunition ships, as well as 1,700 small boats.

During World War II, the shipyard's primary effort was the repair of battle damage to ships of the U.S. fleet and those of its allies. Following World War II, Navy Yard Puget Sound was designated Puget Sound Naval Shipyard. The shipyard engaged in an extensive program of modernizing carriers, including converting conventional flight decks to angle decks.

During the Korean conflict, the shipyard primarily activated new ships. In the late 1950s, the shipyard entered an era of new construction with the building of a new class of guided missile frigates. In 1965, the former USS Sculpin (SSN 590) became the first nuclear powered submarine maintained at Puget Sound Naval Shipyard.

Modernization, consolidation and beyond

In 1990, the U.S. Navy authorized a program to recycle nuclear powered ships at

Puget Sound Naval Shipyard. This work involved inactivation, reactor compartment disposal, and recycling of ships. The shipyard has pioneered an environmentally safe method of deactivating and recycling nuclear-powered ships. This type of work will continue as more and different classes of ships are decommissioned and require disposal. This process places the U.S. Navy in the role of being the world's only organization to design, build, operate, and recycle nuclear powered ships.

In 1998, the shipyard stood up a detachment in San Diego, California, to support work on nuclear powered aircraft carriers homeported there. On May 15, 2003, Puget Sound Naval Shipyard and the Naval Intermediate Maintenance Facility, Pacific Northwest—located at Bangor, Bremerton and Everett, Washington—consolidated into one maintenance activity, creating Puget Sound Naval Shipyard and Intermediate Maintenance Facility.

The shipyard's consolidation with the intermediate maintenance facility improved fleet readiness by allowing the Navy to accomplish the highest priority, real-time ship maintenance requirements while achieving the maximum maintenance effort possible.

In 2004, another opportunity arose to further increase efficiency and improve service to the fleet. Surface ship maintenance organizations, including the Supervisor of Shipbuilding, Puget Sound; portions of the Commander, Naval Surface Group, Pacific Northwest Maintenance Staff; and Fleet Technical Support Center, Pacific Detachment Everett joined Puget Sound Naval Shipyard and Intermediate Maintenance Facility in standing up the Northwest Regional Maintenance Center.

In 2007, Puget Sound Naval Shipyard and Intermediate Maintenance Facility established a detachment in Yokosuka, Japan, to support maintenance on the Navy's forward deployed aircraft carrier USS Ronald Reagan (CVN 76).

Today

The shipyard currently performs work in Washington at Naval Base Kitsap – Bremerton, Naval Base Kitsap – Bangor and Naval Station Everett; in San Diego, California, at Naval Air Station North Island; in Yokosuka, Japan; and Guam. The Northwest Regional Maintenance Center is one of the few regional organizations that provide maintenance for nearly every class of U.S. Navy vessel. The shipyard site at Naval Base Kitsap – Bremerton provides longer-term, full-service maintenance and inactivation/recycling work on surface ships and submarines utilizing six dry docks and adjacent piers.

The Intermediate Maintenance Facility site at Naval Base Kitsap – Bangor conducts operations on Delta Pier, consisting of refit piers, repair shops and a dry dock for homeported submarines. Bangor has expertise in hull, mechanical, electrical, electronics, and weapons systems repair, and it continually responds to meet the fleet's maintenance and repair needs with on time, cost-effective and quality service. Intermediate Maintenance Facility personnel also conduct maintenance work on surface ships and aircraft carriers at piers in Everett, Washington.

The sharing of expertise and resources among all these sites provides the Navy with a streamlined approach to maintenance and allows the savings to be reinvested in the fleet. The organization is well equipped to continue to provide superb leadership and continuous process improvement in the areas of productivity, environmental stewardship and technical innovation.

Puget Sound Naval Shipyard & Intermediate Maintenance Facility is the Pacific Northwest's largest naval shore facility and one of Washington's largest industrial installations. The shipyard is proud of its history as a naval presence on the West Coast since 1891 and of its status as a world-class maintenance facility for the U.S. Navy. 🌟

Shipyard Spotlight: Norfolk Naval Shipyard

Courtesy of Norfolk Naval Shipyard and Naval Sea Systems Command

Norfolk Naval Shipyard has the distinction of being the oldest U.S. Navy Shipyard, and its history includes construction of two Continental Navy ships: USS Constellation and USS Constitution or 'Old Ironsides,' which is the world's oldest ship of any type still afloat. The name stems from colonial development that came 147 years before the formation of the United States government and about 130 years before the establishment of the city of Portsmouth.

In 1634, the colony of Virginia was divided into eight shires or counties. English colonist John Wood applied for a patent for a shipyard along the Elizabeth River as early as 1620. The area along the Elizabeth River was named Norfolk County. For more than 300 years, Norfolk County and Norfolk - the dominant city in the area - continued to serve as significant and vital political entities. Although the shipyard was called Gosport by its founder in 1767, and this name was used by the U.S. Navy when it leased the yard in 1794 and purchased it in 1801, the shipyard was often called "Norfolk" or the "Gosport Yard at Norfolk" in official correspondence.

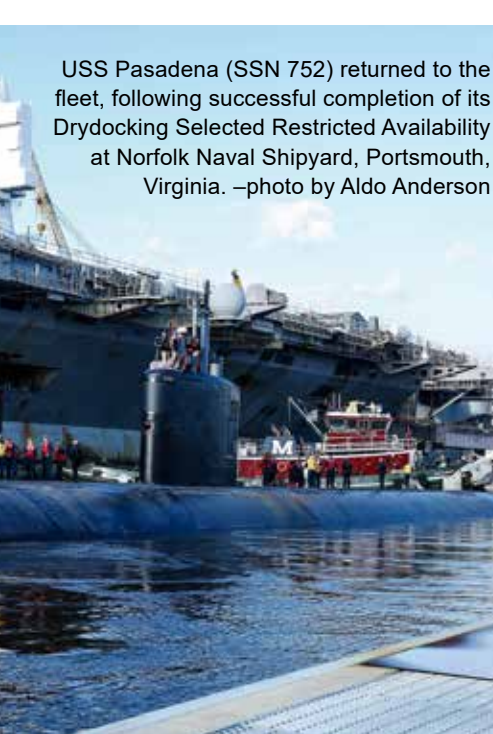
On, May 10, 1862, the shipyard's name was designated as U.S. Navy Yard, Norfolk. The Navy Department further focused the designation in 1929 as Norfolk Navy Yard, Portsmouth. The present name, Norfolk Naval Shipyard was formalized in December 1945. It is a Navy tradition to name a station or yard after the largest cities in the geographical area.

Over the past 230 years, shipyarders at Norfolk have seen four sovereign flags flown over the shipyard gates beginning with the British Old Union flag from 1767 until 1775. The colonial flag that reads "Don't Tread On Me" was likely hoisted at the outbreak of the American Revolution,

and the Betsy Ross-designed flag was flown until the end of the war, followed by future U.S. flags. On April 21, 1861, the day after Union forces burned and evacuated the shipyard, the seceded Commonwealth of Virginia raised its flag over the industrial post for less than one week. The Confederate Navy then claimed the shipyard and raised the state flag of the Confederacy in 1862. After the shipyard was recaptured that same year, the American flag was raised for a second time and has flown over the shipyard ever since. Replicas of the four sovereign flags are still flown occasion-

ally at the shipyard's Fourth Street gate as a memorial to all who worked and fought beneath them.

Naval Shipyard's Outside Machine Shop onboard the carrier, providing greater accessibility and convenience for project mechanics. This aligned with the NSS-SY priority of ensuring tradespeople have the tools and equipment at the ready to execute work efficiently and with requisite first-time quality.



USS Pasadena (SSN 752) returned to the fleet, following successful completion of its Drydocking Selected Restricted Availability at Norfolk Naval Shipyard, Portsmouth, Virginia. -photo by Aldo Anderson

NSS-Shipyard's was relaunched here in January 2021 with Norfolk Naval Shipyard's concentration on USS Pasadena (SSN 752), a Los Angeles class submarine. Initial improvements have included a new daily production meeting cadence, focusing

on key issues and barrier removal. A new Horizon Review Board model has replaced the previous NAVSEA Project Support Meeting format, emphasizing the 'get real, get better' concept and ensuring increased action and support from NAVSEA and corporate partners. Additionally, Norfolk Naval Shipyard is getting back to the basics with the reimplementation of crew boards across the waterfront. 🌟



Naval Sustainment System–Shipyards: The Importance of NAVSUP WSS and the Navy’s Supply Chain

By Dyan Hooper

MARITIME INDUSTRIAL SUPPORT
NAVSUP WEAPON SYSTEMS SUPPORT

The U.S. Navy’s four public shipyards – Portsmouth Naval Shipyard in Kittery, Maine; Norfolk Naval Shipyard in Portsmouth, Virginia; Puget Sound Naval Shipyard and Intermediate Maintenance Facility in Bremerton, Washington; and Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility in Hawaii – are national strategic assets, responsible for the planning and execution of submarine and aircraft carrier maintenance availabilities. Over the past few decades, however, the gap between Navy’s nuclear power warship maintenance requirement and naval shipyard capacity has continued to grow.

At current productivity rates, there is a projected 18% gap between material needed and material on site, which continues to drive availability delays, submarine idle times and cost. Not only are dry dock delays problematic from a logistics perspective — as there is always another boat headed into the yard for maintenance — but delays in delivering submarine and aircraft carrier availabilities means Navy could experience delays meeting its operational commitments. As national security strategy documents detail, the United States has adversaries who work tirelessly to undermine national security strategies and foreign navies working vigorously to become stronger and more capable. Each on-time availability completion yields another national security asset returned to a Type Commander for tasking. With the current pace of new construction, achieving additional

deployments through increasing the size of the fleet could take years or decades. Improving maintenance durations is the only viable near-term option to confront the nation’s accelerating threats while minimizing the gap between operational requirements and shipyard capacity.

Numerous recent U.S. Government Accountability Office reports, coupled with think tank opinion papers and Congressional testimony transcripts, portray a maintenance landscape plagued with understated workload requirements, planning delays, schedule churn, capacity constraints and material shortfalls. As a result, Navy leadership published a number of documents directing focused, urgent action to overcome the obstacles to on-time availability execution. From the 2021 Chief of Naval Operations Navigation Plan, to the Advantage at Sea tri-service maritime strategy, Navy leadership committed the resources and support necessary to yield the required improvements in shipyard performance. What differentiated this dedication and resolve from previous efforts was the scope of the assistance required, and the stakeholders engaged to effect the necessary transformation.

Leveraging the momentum of the Naval Sustainment System construct, an offshoot project was derived, focused not only on delivering 100% of availabilities on time by fiscal year 2023, but also on decreasing the duration of submarine and aircraft carrier durations by an additional 27% by fiscal year 2026. Efforts related to NSS-Shipyards commenced in late 2020, and the entire enterprise has been sprinting toward those goals. With the emphasis on the waterfront project team as the customer, NSS-Shipyards is focused on ensuring that each availability has the people, tools, material and information needed to accomplish the task at hand – without obstacle or delay.

Six pillars, each guided by a supporting flag officer, are accountable for quick and quantifiable progress in their respective functional areas. For material issues negatively impacting project performance, that meant calling on Rear Adm. Ken Epps, commander of NAVSUP Weapon Systems Support (WSS), to lead the charge. With 30% of all project work stoppages attributed to not having the material available to execute the work as required, it was immediately understood that the potential to improve maintenance durations by improving material availability is considerable. Initial Material Pillar efforts are aimed at overcoming two key obstacles to timely and comprehensive material support: early requirements identification and increased rotatable pool health. In addition to the efforts taking place within the Material Pillar, Epps recognized early on that collaborating across pillars, and working to influence efforts within the NSS-Shipyards framework writ large would yield outcomes that improve the viability and performance of our strained supply chain.

NAVSUP WSS has continued to evolve how maritime industrial supply chain excellence is defined. NSS-Shipyards embraces the philosophy that every shift matters, every day matters. From the reintroduction of Supply Corps captains at the helm of each Shipyard Supply Department — also called Code 500 — to the expansion of the NAVSUP WSS Industrial Support Division to accommodate this growing segment of our mission, NAVSUP WSS remains committed to the principles of NSS-Shipyards and the continuous push to be world class in all that we do. 🌟

NSS-SY: Delivering full system

Deck

PSNS & IMF • NNSY

Supporting t

Engineering

Planning

Materials

Inside Shops

Water

Pillar Leads

Rear Adm.
Jason Lloyd
Naval Systems
Engineering
& Logistics
SEA 05

Pillar Leads

Rear Adm.
James Downey
PEO Aircraft Carriers

Rear Adm.
David Goggins
Team Submarine
SEA 07

Pillar Leads

Rear Adm.
Kenneth Epps
Naval Supply
Systems Command
Weapon System
Support
NAVSUP WSS

Pillar Leads

Rear Adm.
Howard Markle
Industrial
Operations
SEA 04

SES Support
John Ornellas
(PHNSY & IMF)

Pillar

Rear
Howard
Indu
Oper
SEA

SES S
Marc Ha
(PSNS

**PSNS & IMF
Local Leads**

Jason Holmstrom
Engineering
& Planning
Chief Engineer
C/240

**PSNS & IMF
Local Leads**

Chris Byron
Engineering
& Planning
Manager
C/200

**PSNS & IMF
Local Leads**

Capt.
Michael Krisman
Supply & Logistics
Officer
C/500

**PSNS & IMF
Local Leads**

Mike Irby
Production
Resources Deputy
C/901

**PSNS
Local**

Elaine
Submarine
Man
C/3

All pillars also include local leads from Norfolk

Data & Analytics – Rear

NAVSEA Transformation Office (NTO) – Giao Phan (S

NAVSEA 04 Transformation Management Office (TMO) – Capt. Richard Sussman & Ric

Naval Sustainment System – Shipyards: Transforming oper

em support to the deckplate.

plate

• PNSY • PHNS & IMF

the Mechanic

Front	Shipyard Resourcing	Fleet/Ops	Infrastructure	IT
Leads	Pillar Leads	Pillar Leads	Pillar Leads	Pillar Leads
Adm. Markle Industrial Operations A 04	Rear Adm. Scott Brown N43 Fleet Maintenance COMPACFLT	Rear Adm. William Greene N43 Fleet Maintenance U.S. Fleet Forces	Rear Adm. Troy McClelland Naval Facilities Engineering Command	Rear Adm. Huan Nguyen Cyber Engineering & Digital Transformation SEA 03
Support Arrington & IMF)	SES Support Stephen Fahey (PNSY)	Rear Adm. Scott Brown N43 Fleet Maintenance COMPACFLT	SES Support Jeremy Largey (NNSY)	
& IMF Leads	PSNS & IMF Local Leads	PSNS & IMF Local Leads	PSNS & IMF Local Leads	PSNS & IMF Local Leads
Priest e Program ager 392	Jason Dirstine Production Manager C/900B	Dave Sliger Business & Strategic Planning Deputy C/1201	Amy O'Malia Production Facilities & Plant Equipment Manager C/900F	Wade Schmidt Chief Information Officer C/109

, Portsmouth and Pearl Harbor naval shipyards

Adm. Kevin Byrne, NSWC

ES), William Knoll (SES), Dr. Jon Jones, Kevin Schilling

ck Anderson — PSNS & IMF NSS-SY Champion – Mathew VanRavenhorst

ations and productivity at the Navy's four public shipyards.

Consider a Business Enterprise Management Internship for a Challenging and Competitive Shore Tour

By Lt. Evan Hughes

BUSINESS ENTERPRISE
MANAGEMENT INTERN, MARITIME
INDUSTRIAL SUPPORT,
NAVSUP WEAPON SYSTEMS SUPPORT

You may have seen Business Enterprise Management on a recent OP Monthly—Navy Supply Corps Office of Personnel's monthly status report—or listed on the internship announcements, but what is it exactly?

Two years ago, I was asking myself that same question as I racked and stacked my preferences for my internship package. At its core, the Business Enterprise Management curriculum is part of the logistics information technology (IT) career field and focuses on creating, implementing, and utilizing powerful computer-based programs and resources in order to solve complex logistics problems. This is primarily accomplished utilizing Navy ERP—Navy's enterprise resource planning software—but also extends to tools such as One Touch Support and other resources you have undoubtedly used during your career.

The internship program is a 24-month, fast-paced and rewarding opportunity that grants junior Navy Supply Corps officers the privilege to work with some of the most talented officers, Sailors and civilians in the Department of Defense. There are Business Enterprise Management internship opportunities across the NAVSUP Enterprise to include NAVSUP Weapon Systems Support (WSS), NAVSUP Business Systems Center and others.

On paper, this is a challenging and competitive shore tour that will diversify your career profile and enable you to earn a 1309S logistics IT subspecialty code, a Defense Acquisition Workforce Improvement Act level-two certification in life cycle logistics, and an enterprise resource planning certification from Penn State University. In practice, however, I have found it to be even more rewarding than I could have imagined.

Upon being selected for a Business Enterprise Management internship, I found out that I would be stationed at NAVSUP WSS, Mechanicsburg, Pennsylvania. I was told that in addition to my internship responsibilities, I would also be serving in a role supporting the NAVSUP WSS Maritime Industrial Support Division. From day one, I have received a crash course in all things industrial support, shipyards, and Chief of Naval Operations availabilities. From daily and weekly calls at the flag officer level, to

senior leader initiatives both internal and external to NAVSUP WSS, my internship has afforded me a firsthand look at how the logistics enterprise works to identify, allocate and source requirements and ensure that availabilities have 100% of material necessary to complete the work at hand.

The pace and scope of what and how we support our shipyard customers has only grown since I started, and I expect it will continue to do so for a long time, especially if the last few months are any indication. NAVSUP has been given a golden opportunity to significantly impact the industrial landscape working hand in hand with Naval Sea Systems Command to alter the structure and functions we provide in supporting successful availabilities and on-time completion.

For the first year or so of my tour, I juggled balancing my two responsibilities and viewed them as separate, but equally important, to my development. I would work at the industrial support desk during the day, and at night, I would work on satisfying my educational Business Enterprise Management requirements. After I hit my one-year mark, I began to see things a bit differently, buying into the system and trusting the internship process. I began to notice the blurred lines and cross-functional opportunities I could draw from both experiences. I was able to clearly see how the things I was learning about Business Enterprise Management and ERP could be practically applied to industrial support and started leaning into these tools to best support my customer by providing extensive data pulls to support planning and forecasting efforts across the shipyards. Utilizing ERP tools, I had complete asset visibility and used this to provide real time updates across the industrial enterprise and positively impact countless shipyard availabilities working with partners across the industrial landscape.

I highly encourage and recommend anyone who is interested in either Business Enterprise Management, logistics IT or working in the industrial space to pursue one of these rewarding and growing opportunities. I am thankful I have had such a rewarding tour and look forward to seeing how both Business Enterprise Management and Industrial Support impact each other and the Navy at large. 🌟



NAVSUP FLC Norfolk, Building and Delivering Strategic Depth from its Reserves

By Lt. Thomas P. Smith

SUPPLY DEPARTMENT HEAD, NAVAL RESERVE FLEET LOGISTICS CENTER NORFOLK HEADQUARTERS

NAVSUP Deputy Commander Rear Adm. Alan Reyes recently visited Fleet Logistics Center (FLC) Norfolk to observe the integration and training of the Navy Reserves by active counterparts.

Hosted by NAVSUP FLC Norfolk Commanding Officer Capt. Julie Treanor and NAVSUP FLC Norfolk Naval Reserve (NR) Commanding Officer Capt. Patrice Higgins, Reyes witnessed first-hand active and Reserve integration efforts as he toured the Advanced Traceability and Control (ATAC) Division. He observed Reserve Sailors working alongside active duty Sailors and civilians assigned to ATAC to package and process depot level repairable (DLRs) items, and receive critically needed Logistics Support Representative qualification training.

“Capt. Higgins’ unit is always welcome to provide support to augment the division,” said ATAC Eastern Division Director Joe Acevedo. “Our relationship with her Sailors has been mutually beneficial with Reserve Sailors obtaining the requisite training they need and FLC Norfolk benefiting from additional labor to move high priority DLRs to mission partners. I hope Reserve Sailors leave with the training they need to carry out their roles wherever they may be assigned.”

Being trained and ready to render support anywhere, at any time, is more important than ever before.

...continued on page 18



—all photos by Tom Kreidel,
NAVSUP FLC Norfolk

...continued from page 17

NAVSUP FLC Norfolk's NR Fuels Detachment based at Naval Air Station Oceana, and under the leadership of Capt. Roger Dubé, currently has three Aviation Boatswain Mates rotating 12-hour fire watches to augment and support efforts at Red Hill in Pearl Harbor. Their efforts, and the efforts of many Reserve logisticians, are on full display and demonstrate the importance of building and maintaining strategic depth and warfighter readiness.

While in Norfolk, Reyes hosted a town hall with regional Supply Corps units and logisticians discussing the importance of Reserve readiness. The open forum allowed all voices, from any rank, to voice concerns and ask questions about the future of the Navy and the Navy Reserves.

During the town hall, Reyes discussed a range of topics from tensions in Ukraine, to Reserve Sailors being granted roles and permissions to perform their jobs using various IT platforms, to expediting the onboard of a Sailor in support of a deployment. He also discussed other Reserve interest items including a reduction in individual mobilizations, cross-assigned Sailor assignments, and the importance of diversity in the workplace.

Coincidentally, his visit lapsed the 227th anniversary of the U.S. Navy Supply Corps, which was cause for celebration with the Navy Reserve Supply Corps community as his visit culminated with a traditional cake cutting, and the frocking of LS2 (AW) Santricia Haskell.

It is an interesting time to serve in the Navy Reserves—global unease, conflict between Ukraine and Russia, an unstable economy, and persistent supply shortages are impacting every facet of our lives. With a plethora of challenges, both known and unknown, it is important to ensure we have a capable and ready Reserve force prepared to augment active duty and mission partners. 🌟



Learn about Naval Sustainment System (NSS)-Supply in our latest NSS-Supply 101 video.

Commander NAVSUP is the supported commander for the execution of NSS-Supply. NSS-Supply is a combination of commercial best practices, process improvements, governance and oversight to maximize efficiencies and effectiveness within available means.



NAVAL SUSTAINMENT SYSTEM – SUPPLY

A transcript of this video is available by emailing navsuphqquestions@navy.mil.

<https://www.youtube.com/watch?v=KcT8MBY6tMs>

Junior Shore-based Logistics Specialists Train on Ships

By Logistics Specialist Seaman Kaitlynn Sherwood

CUSTOMER SERVICE REPRESENTATIVE,
NAVSUP FLEET LOGISTICS CENTER YOKOSUKA

As a junior logistics specialists assigned to Naval Supply Systems Command (NAVSUP) Fleet Logistics Center (FLC) Yokosuka, I had the opportunity to receive hands-on training aboard USS Chancellorsville (CG 67) in port and at sea.

The training was designed to provide shore-based Sailors a better grasp of their ratings, broaden their knowledge outside their everyday responsibilities and offer temporary assistance to Chancellorsville Sailors while several of their supply department personnel were on emergency leave.

At times it can be difficult to learn your rate being a junior Sailor on shore duty. This experience allowed me to observe what it's like to be on the receiving end of my command's services, as well as what my future duties would entail.

After completing "A" school, Sailors in the logistics specialist rating typically perform the "five-three" rotation, starting their first assignment at sea for a period of five years (four years if overseas), to later perform three years on shore duty, before returning to sea for five years again. A select few junior logistics specialists are chosen to fill billets at shore-based commands as their initial assignment.

My colleagues and I work in NAVSUP FLC Yokosuka's customer service division, responsible for processing ship requisitions for provisions, subsistence, fresh fruit and vegetables and Ships Store requirements.

The experience on the ship placed us in the heart of the logistics and retail specialist communities, learning everything from location audit program inventory, receiving and issuing stores, navigating R-Supply, operating the financial accounting and comprehension expenditure tracking system, to learning the operations of the Ships Store, laundry, vending machines and even performed general upkeep and maintenance of the ship by doing our fair share of painting.

As Sailors that had already been in the Navy for a couple years, we went underway for the first time and got a taste of the challenging life at sea, finding it difficult to learn our way around Chancellorsville, getting used to sleeping on a rocking ship, not having phone service, a change of diet and more.

Despite the challenges, Chancellorsville Sailors greeted us with open arms, embracing us as full members of the crew. Some Sailors aboard Chancellorsville were curious as to why we were interested in the temporary assignment. They realized their purpose after working with NAVSUP FLC Yokosuka's Sailors and observing our desire to learn, progress and support the ship's mission.

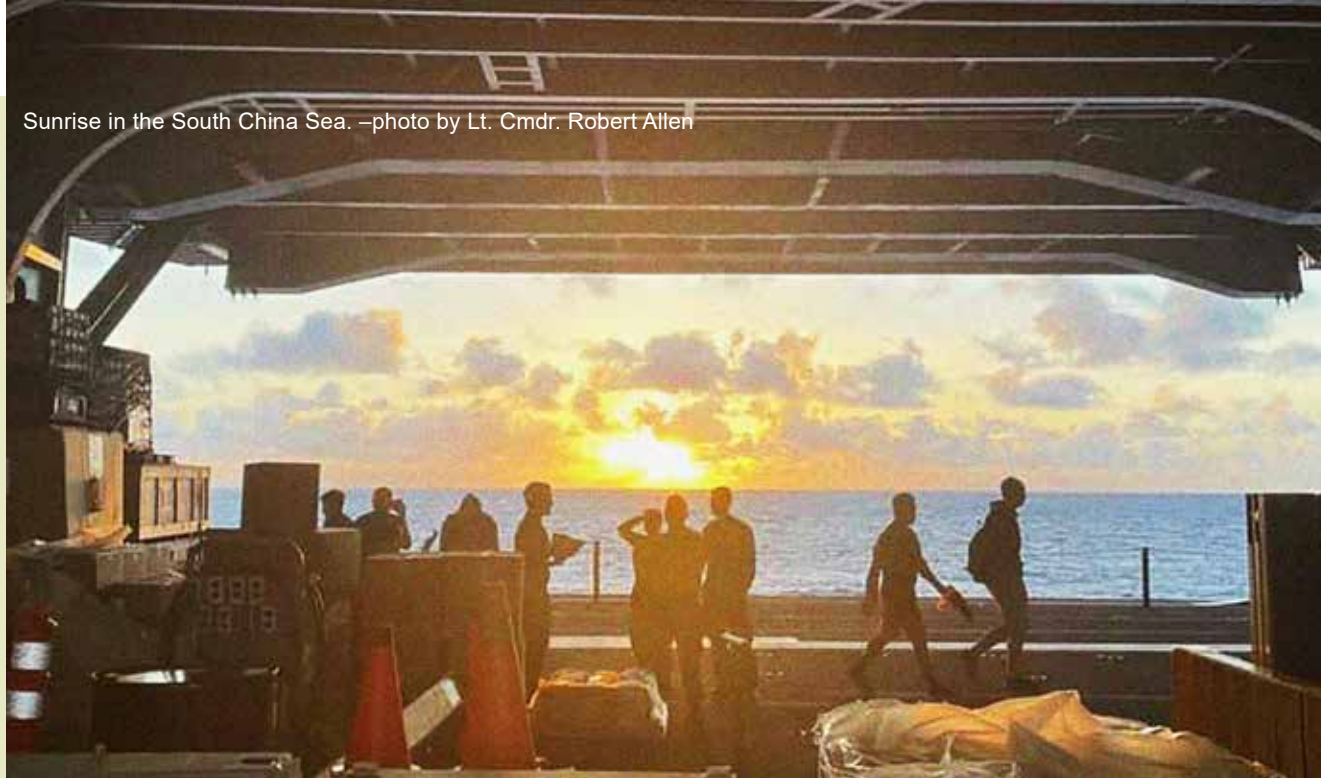
Chancellorsville junior supply department Sailors, on the other hand, who had never served ashore, were inquisitive about everyday activities at NAVSUP FLC Yokosuka and what their first shore-duty missions may entail.

Some of the Sailors we worked with were due for their first shore-duty assignments and we told them stories, gave them advice and told them what to expect. In the end, I think this experience was beneficial for junior Sailors from both commands and I hope to cross paths with them again. 🌟

NAVSUP Fleet Logistics Center Yokosuka Logistics Specialist Seaman Argenys Rosariosario (front row, left), Logistics Specialist Seaman Kaitlynn Sherwood, (front row, center right), Logistics Specialist Seaman Imanda Makseja (back row, left) and Logistics Specialist Seaman Tyler Branstetter (back row, center left) with Sailors from USS Chancellorsville's (CG 67) S-1 division, near the end of their temporary assigned duties aboard the ship. —photo by Senior Chief Logistics Specialist Delbert Briones



Sunrise in the South China Sea. —photo by Lt. Cmdr. Robert Allen



Lt. Cmdr. Robert Allen enjoying his time aboard USS Ronald Reagan (CVN 76). —photo by Lt. Cmdr. Robert Allen

An Installation Supply Officer's Summer aboard USS Ronald Reagan

By Lt. Cmdr. Robert Allen

INSTALLATION SUPPLY OFFICER, NAVAL AIR FACILITY MISAWA

In my 20 plus years in the Navy, this full time support (FTS) officer has seen multiple mobilizations, many deployments, lots of exercises, and been stationed around the globe. I thought I had done all the Navy had to offer. However, as a Seabee and expeditionary qualified officer, I had never done what I was originally trained to do; go to sea.

That all changed this year when a manning shortfall on USS Ronald Reagan (CVN 76) led to a fateful phone call. Less than a month before the ship's deployment, the ship found itself short a supply officer. Additionally, COVID restrictions limited the ship's ability to find a replacement to those supply officers already serving in Japan. Thus, I got the fateful call. "Hey, what are you doing," said Capt. Ed Pigeon, commanding officer, NAVSUP Fleet Logistics Center Yokosuka. "Nothing," I replied. ...wrong answer.

I was serving in what I like to call the most remote outpost of the realm, Naval Air Facility Misawa. Located in extreme Northern Japan, it is a base best known for being the "snowiest" base in the Department of Defense. 160 inches of snow fell last year. From here, I was suddenly asked to report to the Navy's only forward deployed aircraft carrier and join them for their summer deployment. Having just transferred to Misawa from Navy Supply Corps School where I taught being "Ready for Sea," I figured it was time to put my money where my mouth was.

Thus I joined Reagan as the assistant supply officer for the 2021 Deployment with expectations of a 7th Fleet adventure heading for Australia and other fine United States Pacific Command ports of call. However, the needs of the Navy came calling yet again. The Reagan sailed not for the warm waters of the 7th Fleet, but for the even warmer waters of 5th Fleet!

Instead of port visits and presence missions, Reagan was answering real-world calls to provide air cover for Operation Freedom Sentinel and Final Countdown in the United States Central Command area of responsibility. The net result was over 115 days at sea without a port visit. It was not what I expected, but in this line of work things rarely are.

I will admit, stepping aboard a ship for the first time can be intimidating, an aircraft carrier even more so. Like all “new” Sailors, I spent a good deal of time getting lost and struggling to find my way around. It took a while to understand all the IMC announcements. However, after a while it became routine. I could quickly climb a ladder with a full cup of coffee, find a space with just a “tack number” and dog a hatch with the best of them.

As any good supply officer knows, all of those days at sea require a lot of support. As a result, I became a Replenishment at Sea (RAS) expert. The ship completed over 15 RAS events and moved over 5,000 pallets by vertical and connected replenishment. A bit overwhelming at first, but it is essentially cargo ops, and cargo ops are what FTS supply officers do best.

I will admit, as a cardholding ARRP member, I was a bit older than the average Sailor aboard. In fact, I was the oldest person in uniform on the ship. However, I went into this with the mindset that age was not a factor. My goal was to outwork and out PT all comers. Further, viewing this as a once in a lifetime experience, I tried to make the most of it and get the full carrier experience. Everything from manning the rails on the way out of port, to spending time on the flight deck during flight ops, to taking the helm on the bridge, if there was an evolution I could join or watch, I was in. My goal was to be constantly positive and hoped my Seabee “can do” attitude showed through.

Overall, the experience proves that supply officers are supply officers. Designator, background, and “seniority” do not matter, a good supply officer will adapt to any situation to get the job done. I am proud to have joined Reagan crew for this adventure, but I might be more cautious in answering the phone next time. ☀



Two Super Pumas conducting a vertical replenishment in the Philippine Sea. –photo by Lt. Cmdr. Robert Allen

Below: USS Ronald Reagan's (CVN 76) Deck Department at work in the Indian Ocean. On this day over 400 pallets were moved by connected replenishment. –photos by Lt. Cmdr. Robert Allen





Retired Cmdr. Stephen M. Gill

Retired Cmdr. Stephen M. Gill, SC, US, 62, passed away on February 28, 2022. Gill retired from the Navy after 30 years of service while serving at Fleet and Industrial Supply Center, Pearl Harbor, Hawaii. He received his bachelor's and master's degrees from Troy State University. Duty assignments include: Commander, Naval Special Warfare Group Two, Norfolk, Virginia; Naval Supply Systems Command, Navy Personnel Command, Millington, Tennessee; Naval Amphibious Base, Little Creek, Virginia; USS Nassau (LHA 4); Commander, Destroyer Squadron Four, Charleston, South Carolina; Shore Intermediate Maintenance Activity, Guantanamo Bay, Cuba; USS Saipan (LHA 2); and USS Coral Sea (CV 43).

Retired Rear Adm. Thomas J. Hill

Retired Rear Adm. Thomas J. Hill, SC, USNR, 79, passed away on February 17, 2022. Hill left active service while serving as disbursing and assistant squadron supply officer aboard USS Jonas Ingram (DD 938) in 1966. He continued to serve in the Naval Reserve until he retired from the Navy after 38 years of service while serving as Director/Deputy Commander (Strategic Mobility) for the Naval Supply Systems Command. He received his bachelor's degree from the University of Notre Dame. He also studied at the Harvard Business School and Army War College. Duty assignments include: Disbursing and assistant Squadron Supply Officer, USS Jonas Ingram (DD 938); Force Logistics Coordinator, USS Mount Whitney (LCC 20) during fleet exercises supporting Commander Second Fleet's Battle Watch; Commanding Officer of headquarters units for Fleet and Industrial Support Center Norfolk (now NAVSUP Fleet Logistics Norfolk); Commanding Officer of headquarters units for Navy Inventory Control Point (now NAVSUP Weapon Systems Support), Mechanicsburg, Pennsylvania; Mobilization Assistant, U.S. Transportation Command; Commanding Officer, Joint Transportation Reserve Unit, U.S. Transportation Command; Oversight and responsibility for all Reserve in units supporting U.S. Transportation Command components, East Coast Fleet and Industrial Supply Centers and Supply Management Assist Teams on the east and west coast that supported fleet surface, air, and subsurface units.

Retired Capt. Robert H. Dolloff

Retired Capt. Robert H. Dolloff, SC, US, 90, passed away on January 13, 2022. Dolloff retired from the Navy after 24 years of service while serving at Naval Supply Center, San Diego, California. He received his bachelor's degree from the University of California, Berkeley. Duty assignments include: Supply Officer, USS Warrick (AKA 89); Supply Officer, USS Mount Katmai (AE 16); Naval Supply Depot, Clearfield, Ogden, Utah; Composite Photographic Squadron Sixty-One, Agana, Guam; Naval Ordnance Test Station, China Lake, California; Staff, Commander Service Squadron Five, Pearl Harbor, Hawaii; Supply Officer, USS Piedmont (AD 17); Staff, Commander Service Group/Squadron One, San Diego, California; Naval Undersea Center, San Diego, California; and Naval Support Activity, Naples, Italy.

Retired Capt. Robert T. Frampton

Retired Capt. Robert T. Frampton, SC, USN, 88, passed away on December 10, 2021. Frampton retired from the Navy after 28 years of service while serving as Supply Officer, Naval Air Station, North Island, San Diego, California. He received his bachelor's degree from the University of Florida and his master's degree from the Naval Postgraduate School. Duty assignments include: Supply Officer, USS Lloyd Thomas (DDE 764); Fleet Aircraft Service Squadron Nine; Supply Officer, Fighter Squadron One Hundred One; Assistant Supply Officer, Staff, Commander Fleet Air, Mediterranean; Office of the Chief of Naval Operations, Washington, D.C.; Supply Officer, USS Tidewater (AD 31); Aviation Supply Office, Philadelphia, Pennsylvania; Supply Officer, Naval Air Station, Lemoore, California; and Naval Supply Systems Command Headquarters, Washington, D.C.



CAPT EDWIN F. BOGDANOWICZ
30 years – November 1, 2021

CAPT JOHN DANIEL CASSANI
30 years – November 1, 2021

CDR BISIOYE ADEYINKA BOLARINWA
22 years – November 1, 2021

CDR SCOTT A. DAVIS
27 years – November 1, 2021

CDR DANA MICHELLE HERBERT
20 years – November 1, 2021

CDR JOSHUA MARSHALL HEIVLY
20 years – November 1, 2021

LT SHANNON MICHAEL DANIELS
23 years – November 1, 2021

LT THOMAS DEAN HOUSE
24 years – November 1, 2021

LT SEAN WILLIAM BLACK
20 years – November 1, 2021

CAPT KADIATOU FATIMA SIDIBE
24 years – December 1, 2021

CDR RONALD K. TERRY
25 years – December 1, 2021

LCDR LOWELL CERALDE CORPUZ
25 years – December 1, 2021

LCDR THOMAS DEAN HOUSE
24 years – December 1, 2021

CAPT WILLIAM HAGEN CLARKE
30 years – January 1, 2022

CAPT MARK W. MORGAN
30 years – January 1, 2022

LCDR DEEANN KATHLEEN GUNNELLS
26 years – January 1, 2022

LCDR DAVID CORY EGGERE
24 years – January 1, 2022

LT JOELLE ELAINE OLSON
20 years – January 1, 2022

Navy Supply Corps School Hosts Collaborative Board of Visitors Event

By Lt. Cmdr. Daniel Nin
ACADEMIC DIRECTOR,
NAVY SUPPLY CORPS SCHOOL

Jessica Wharton
PUBLIC AFFAIRS,
NAVY SUPPLY CORPS SCHOOL

Board of Visitors principal panel co-chaired by the Commanding Officers of Center for Service Support, Capt. Robert Stockton and Navy Supply Corps School, Capt. Michael York gathered key N4 leaders and subject matter experts from OPNAV, Office of Personnel, NAVSUP, Fleets, and Type Commanders to perform a comprehensive review of officer and enlisted training courses in Newport, Rhode Island. —photo by Jessica Wharton

As fall colors descended upon Newport, Rhode Island in October 2021, so did fleet stakeholders who reported to the Navy Supply Corps School (NSCS) for the fourth biannual Board of Visitors (BoV). This five-day event held October 25th - 29th brought together leaders and subject matter experts from OPNAV, Office of Supply Corps Personnel, NAVSUP, Fleets and Type Commanders (TYCOM) to collaborate on curricula updates, relevant community initiatives and best practices throughout the Center for Service Support domain.

As the Supply Community of Interest Champion for supply officer and enlisted training, NSCS's mission is to develop professional supply officers and logisticians ready to lead, fight, and win in the maritime domain. The BoV provides the venue to achieve academic excellence and training through improved communication and the collaboration between the Force Development enterprise and fleet stakeholders.

The BoV, held in October, was the first deep dive into officer and enlisted training together, to research what gaps may exist between operational needs and current training, as well as how to effectively compliment that training between officer and enlisted personnel. Months of hard work and preparation by Lt. Cmdr. Daniel Nin, academic director, and Lt. Alyssa Viscomi, Basic Qualification Course (BQC) instructor, provided NSCS' BoV with a tremendous turnout of support and leadership guidance. Subject matter experts from various fields, in particular Stock Control Operations, Food Service Operations, Retail Operations and Expeditionary Logistics, performed a thorough review of 12 training courses over a three-day period. The courses reviewed were logistic specialist (LS) and retail specialist (RS) "A schools," LS Unit Level R-Supply Technician and Supervisor "C schools," RS Retail Operations Management "C school," Culinary Specialist Record Keeper, Galley Watch Captain, and Flag Mess "C schools", as well as supply officer "A" and "C schools."

At the conclusion of this exhaustive review process, the working groups presented their findings and recommendations to a principal panel co-chaired by the Commanding Officers of Center for Service Support, Capt. Robert Stockton and Navy Supply Corps School, Capt. Michael York. Findings presented to the principal panel, as well as

...continued on page 24



...continued from page 23

discussions throughout the week, concluded with 'action items' for the various stakeholders to take back to improve supply community curricula throughout the coming year.

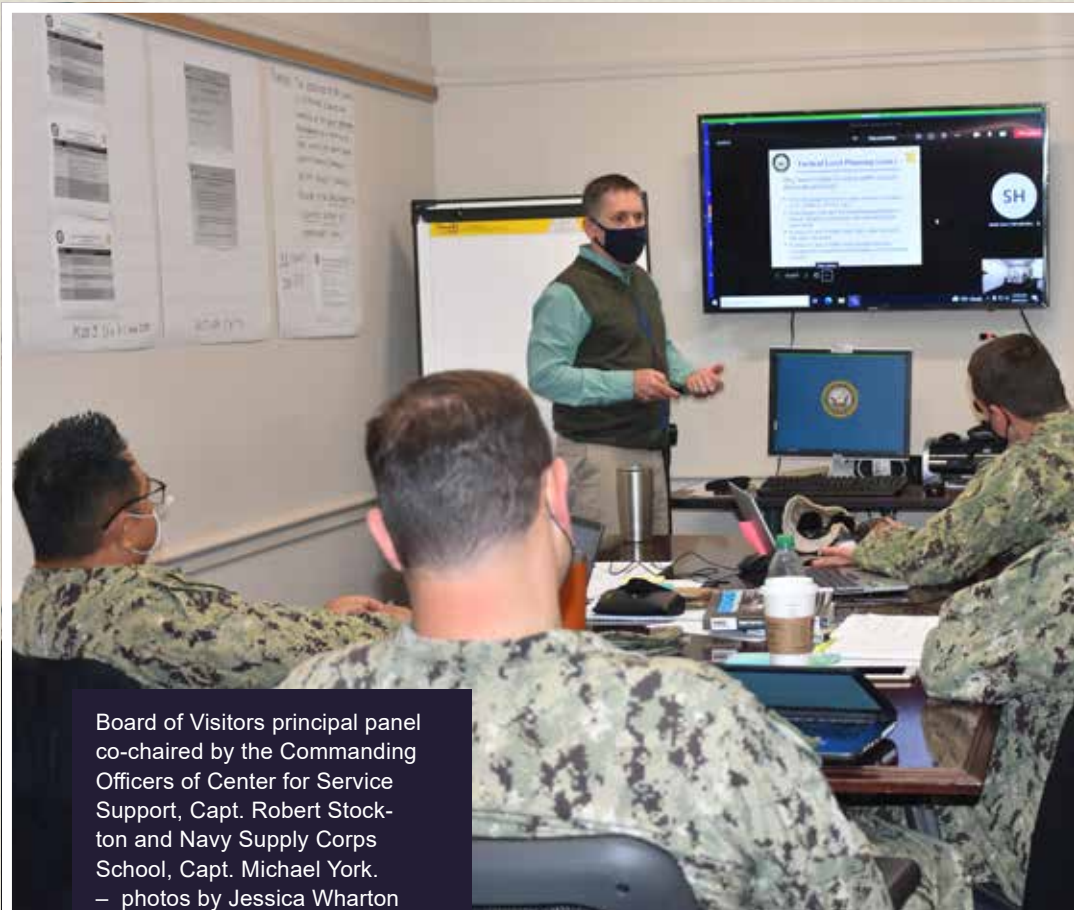
In addition to the strategic communications and training guidance provided throughout the week, 4th Battalion BQC students nearing graduation had the opportunity to participate in a TYCOM Roundtable, where they were afforded time to ask questions and gain valuable insights into fleet readiness and career success. Learning what to expect on their career journey and the importance of finding a mentor early on, were key takeaways from the roundtable.

The BoV provides many benefits beyond impactful insights, to include enduring strategic communications and lasting collaboration. The Navy Supply Corps School will continue to leverage these relationships to continue to produce world-class mission enablers. Progress of the 'actions items' throughout the coming year will be tracked through monthly working group drumbeats, quarterly principal meetings, and a final review at the next Board of Visitors event.

Lt. Cmdr. Daniel Nin passed away November 15, 2021 shortly after the completion of Board of Visitors (BoV) and his contributions to this article. Lt. Cmdr. Nin was a tremendously valued and respected member of the Navy Supply Corps School (NSCS) family and has been greatly missed. Lt. Cmdr. Nin exemplified the characteristics of a Supply Corps officer through professionalism, critical problem solving and the ability to stay one-step ahead. The Supply Corps Community lost a tremendous officer and colleague. His thoughtful and successful planning of the BoV, will help NSCS ensure our students are well prepared to excel as supply officers for many years to come. 🌟



Capt. Mike York, Navy Supply Corps School welcomes Board of Visitors participants.



Board of Visitors principal panel co-chaired by the Commanding Officers of Center for Service Support, Capt. Robert Stockton and Navy Supply Corps School, Capt. Michael York. – photos by Jessica Wharton

Lt. Cmdr. Daniel Nin, SC, USN passed away on November 15, 2021. Nin earned his commission through the United States Naval Academy, graduating with a Bachelor of Science in Chemistry in 2008. Nin also earned a Master's in Business Administration degree from the Columbia Graduate School of Business through the Supply Corps' Civilian Institutions 810 Program. Duty assignments included Academic Director, Navy Supply Corps School; Principal Assistant for Logistics and Stock Control Officer, USS Kearsarge (LHD 3); Supply Officer at Naval Special Warfare Group FOUR, Naval Logistics Development Lead for the Office of Security Cooperation-Iraq; Supply Officer of the Forward Deployed USS Defender (MCM 2).



International Officer Supply Course

By Jessica Wharton, Public Affairs

NAVY SUPPLY CORPS SCHOOL AND

Blake Fountain, International Director

NAVY SUPPLY CORPS SCHOOL

The Navy Supply Corps School's International Department had a busy fall as international students were back in Newport, Rhode Island from September 13 – November 12, 2021 for in-person instruction. The international department under the helm of the International Director Blake Fountain, taught the International Officer Supply Course (IOSCO) to 16 international officers from allied nations, including Bahrain, Belgium, Colombia, Greece, Indonesia, South Korea, Mexico, Philippines, Poland, Saudi Arabia, and Tunisia.

IOSCO includes in-person class instruction, as well as a three-week trip to various locations and military installations up and down the coast. This culturally enriching trip introduces students to various Department of Defense organizations and historically significant sites. Stops along the way included NAVSUP Weapons Systems Support Philadelphia, Navy International Programs Office Washington, D.C., National Museum of the Navy, National Museum of the Marine Corps, NAVSUP Fleet Logistics Center Norfolk, Navy Expeditionary Logistics Support Group, and New York City, among others. ☀



Mark Sakowski, chief of staff, Navy Expeditionary Logistics Support Group, briefs International Officer Supply Course students on the principles of expeditionary logistics Surface and Air Cargo operations. –photo by Navy Expeditionary Logistics Support Group Public Affairs

International Officer Supply Course 149 students tour Cape Washington, a Maritime Administration ready reserve vessel in Baltimore, Maryland. –photo by Blake Fountain



Navy Supply Corps School– 1st Battalion Fleet Day

By Jessica Wharton

PUBLIC AFFAIRS,
NAVY SUPPLY CORPS SCHOOL

On December 3rd, 2021 the Navy Supply Corps School (NSCS) hosted Fleet Day for 1st Battalion (Alpha and Bravo companies) with special guest Rear Adm. Kristin Acquavella, special assistant to the Commander, NAVSUP. Fleet day is always a fun and highly anticipated day around the schoolhouse, as it provides Basic Qualification Course (BQC) students insights into the many different platforms and locations available when it becomes time to make billet selections. This event is also a staff favorite as it provides a chance for them to boast about their favorite platforms while educating the students on what they can expect when they get there.

Fleet Day was made even more special for 1st battalion with the help of Acquavella, who was gracious enough to spend the day advising, guiding and mentoring the BQC students on her favorite platforms, experiences and hard-earned wisdom. Students and staff alike benefited from her expertise. Acquavella wrapped up her morning at NSCS with a schoolhouse tour, featuring 100 years of Supply Corps School history, mixed with modern mock-ups and practical learning classrooms. Thank you for your visit ma'am and we hope to see you around the schoolhouse again soon. 🌟

Below: Rear Adm. Kristin Acquavella, special assistant to the Commander, NAVSUP shares experiences and guidance to students from 1st Battalion during Fleet Day at the Navy Supply Corps School.



Above: Scott Spencer, Food Service, Basic Qualification Course instructor provides Rear Adm. Acquavella, NAVSUP, Cmdr. Monica Tate, Navy Supply Corps School (NSCS) and Lt. Alyssa Viscomi, NSCS, a tour of the mock galley at NSCS.

NEXCOM Achieves Full Operational Capability of Navy Gateway Inn and Suites

By Kristine Sturkie

NAVY EXCHANGE SERVICE COMMAND

The Navy Exchange Service Command (NEXCOM) achieved 'Full Operational Capability' of Navy Gateway Inn and Suites (NGIS) in January. With this milestone, NEXCOM attains complete operational control of NGIS and all administrative functions.

"Over the past year, NEXCOM; Commander, Navy Installations Command's Fleet and Family Readiness; and NGIS teams have worked diligently to ensure a smooth transition, one that was seamless to our patrons," said Robert Bianchi, chief executive officer of NEXCOM. "I appreciate all the support we received from Navy leadership as we successfully reached Full Operational Capability eight months earlier than directed. I look forward to supporting our NGIS team as they continue to provide quality lodging for TDY travelers."

On Jan. 4, 2021, Gregory Slavonic, performing the Duties of the Under Secretary of the Navy, issued a memorandum that directed the consolidation of the Navy's Permanent Change of Station lodging program, NEXCOM's Navy Lodge Program and the Department of the Navy's Temporary Duty Lodging program, NGIS, under NEXCOM with Initial Operational Capability by Oct. 1, 2021 and Full Operational Capability by Sept. 30, 2022.

A small ribbon-cutting ceremony was held on Oct. 1, 2021, on Joint Expeditionary Base Little Creek-Fort Story, Virginia, when Initial Operational Capability was achieved and NGIS operations transitioned to NEXCOM.

NGIS is a professionally managed, business-based DoD Lodging Program. NGIS contributes to mission readiness by offering quality lodging and services for a mobile military community, while keeping official travel costs to a minimum. With 16,000 rooms at 61 military installations worldwide, NGIS provides Priority-One lodging for the



—photo courtesy of U.S. Navy

Official Temporary Duty (TDY) traveler. NGIS delivers comfortable and welcoming accommodations with cost-saving room rates for individual and group TDY travelers, permanent change of station (PCS) travelers, Department of Defense civilians and leisure travelers, retirees, reservists and sponsored guests. For more information or to make a NGIS reservation, visit <https://ngis.dodlodging.net/>.

NEXCOM oversees seven business lines that include Navy Exchange (NEX) stores, Navy Lodges, Navy Gateway Inns & Suites, Ships Store Program, Navy Clothing and Textile Research Facility, Uniform Program Management Office and Telecommunications Program Office. 🌟

NAVSUP Claims Three Navy Acquisition Excellence Awards

By Russell Stewart

NAVSUP OFFICE OF CORPORATE COMMUNICATIONS

NAVSUP won three categories in this year's 2021 Department of the Navy Acquisition Excellence Awards. Acting Assistant Secretary of the Navy for Research, Development and Acquisition Frederick Stefany announced the winners Nov. 4 at the Pentagon.

"Our winners represent the very best of acquisition professionalism, ingenuity, and achievement among their peers," said Stefany. "I am very proud of their accomplishments especially given the challenges we all faced this past year during the ongoing COVID pandemic."

This year's 180 nominees demonstrated excellence across 16 competitive categories from the period of July 1, 2020 through June 1, 2021. The winners represent the very best of professionalism, ingenuity and accomplishment among their peers who are part of the Department's 70,000-member Acquisition Workforce. NAVSUP's winners are:

Acquisition Professional of the Year

Capt. Jerry King, chief of contracts, NAVSUP FLC Sigonella

Capt. King led an incredible team achieving rare results during 2020. He led the entire team during our most challenging time of COVID-19, rapidly adjusting to meet all Navy requirements while maintaining an exceptionally high morale in the workplace and executing the President's support to Italy. During this time, he led NAVSUP FLC Sigonella contracting to the first-ever global husbanding contract for \$2.2 billion, improving competition in the critical Navy support for warships and support vessels while decreasing administration. He increased ship repair competition and awarded a \$950 million repair/maintenance contract saving 10-47% per task order. He also successfully implemented half of the global candidates on NAVSUP's prototype program of enlisted contracting officers and implemented the transition to the Navy Contracting Office – Somalia and assumed contract responsibility from the Combined Joint Task Force – Horn of Africa.

Field Acquisition Activity Award

COVID Contracting Team (Code 200), NAVSUP FLC Norfolk

NAVSUP FLC Norfolk's group of empowered professionals collaborated with their mission partners to devise unique and expedited acquisition strategies to overcome multiple logistical challenges related to the Navy's response to the worldwide COVID-19 pandemic and enable mission success. The team awarded 165 short-fused, urgent requirements valued at \$30 million and administered another 150 actions valued at approximately \$20 million in response to this crisis. The support enabled mission partners to execute tasking while also ensuring the safety of Sailors in the process. Processing time of these efforts was exponentially accelerated, resulting in awards within hours or days vice months. These efforts were accomplished while also seamlessly transitioning to a remote work environment with no reduction in productivity, minimal attrition and a continued focus on personnel development and training.



NAVSUP FLC Sigonella Chief of Contracts Capt. Jerry King
—U.S. Navy courtesy photo

Secretary's Cup Naval Supply Systems Command Office of Small Business Programs

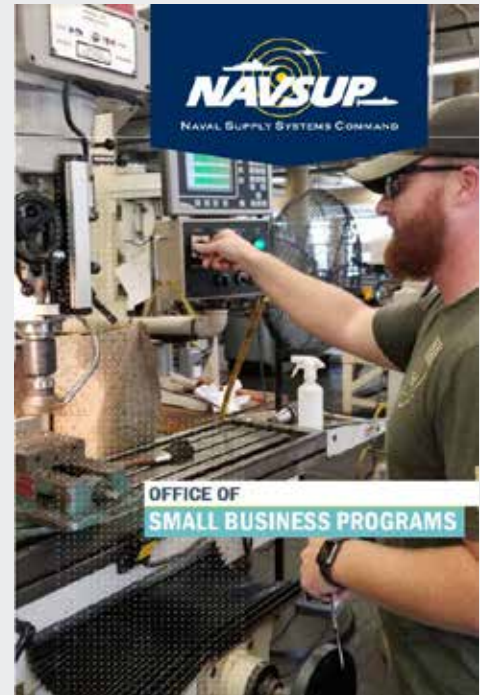
By building on a “top down, small business first” approach, The NAVSUP Office of Small Business (OSB) Programs demonstrated a daily commitment to using small business to obtain critical goods and services that will support various Navy customers. At NAVSUP Headquarters and throughout its 11 major commands operating worldwide, a concerted effort is made to implement pro-small business policies and leverage small business programs to the greatest extent possible. NAVSUP OSB's proactive and creative approach to using small business innovative research and mentor-protégé programs to combat obsolescence and increase velocity demonstrates its ability to successfully impact the Navy's mission through small business advocacy.

As such, NAVSUP has positioned itself as a Department of the Navy (DON) leader in advocacy and utilization for the Office of Small Business Programs. By instituting a culture of “small business-the first option”, NAVSUP has positively impacted the Navy's ability to meet the supply and sustainment mission.

The AEA Secretary's Cup is awarded to the head contracting activity command that exemplifies the highest examples of small business acquisition excellence and whose achievement brings significant credit to the DON acquisition community.

“Having the acquisition professionals that power the NAVSUP enterprise recognized with three wins at the 2021 Department of Navy Acquisition Excellence Awards is a tremendous testament to their hard work and expertise. Their contributions allow NAVSUP to always be ready to tackle the myriad of complex supply and logistics challenges our naval operating forces face across the globe,” said Rear Adm. Peter Stamatopoulos, NAVSUP commander. “NAVSUP will always remain at the tip of the spear - ready, resourceful and responsive thanks to the hard work, forward thinking, and relentless striving for excellence that embodies the acquisition professionals of NAVSUP.” 🌟

NAVSUP Office of Small Business –courtesy graphic



NAVSUP Fleet Logistic Center Norfolk's COVID Contracting Team

Top row left to right:
Byron Lecates, Maria Swift, Rocco “Rock” Siravo, and Capt. Eric Stump

Bottom row left to right:
Cmdr. Joe Spede, George Kozak, Carissa Butler, and Jordan Dorsey



USS Gerald R. Ford (CVN 78) turns into the James River as it gets underway.

—photo by Mass Communication Specialist 3rd Class Tatyana Freeman

NAVSUP Liaison Officers Provide Critical Link for End-to-End Lifecycle Logistics

By Russell Stewart

NAVSUP OFFICE OF CORPORATE COMMUNICATIONS

NAVSUP Liaison Officers (LNOs) are the primary point of contact between NAVSUP and four Maritime Program Executive Offices (PEOs) and two Naval Sea Systems Command (NAVSEA) directorates. Serving as logistics and supply chain advocates within both organizations, they ensure alignment and standardization of effective life cycle sustainment policies, processes, and tools. They assist NAVSUP in its role as Navy's end-to-end supply chain integrator, with more effective planning and execution for acquisition and sustainment programs, while advancing the overall logistics and supply chain competency across all PEOs and NAVSEA.

"Our LNOs are high impact, knowledgeable supply chain experts," said Rear Adm. Pete Stamatopoulos, commander, NAVSUP. "They work in a very complicated operating environment providing key support to PEOs and NAVSEA to protect and improve Navy's end-to-end maritime supply chains and lifecycle logistics."

Key LNO functions include engaging across a product's life cycle to standardize processes, ensuring the fielding of sustainable and cost effective systems, and supporting consideration of all integrated product support elements in each phase of product design and acquisition. This requires LNOs to develop impactful engagement strategies and maintain high fidelity communications across NAVSUP, PEO and NAVSEA commands, as well as with Office of the Chief

of Naval Operations, Secretary of the Navy staff, fleet, Type Commanders, and other stakeholders. LNOs collaborate with and support a wide variety of mission partners to identify and resolve supply and life cycle sustainment issues and gaps, focused toward enhancing Fleet warfighter readiness.

“NAVSUP LNOs are an integral part of our team for the Ford program,” said Kevin Cormier, deputy program manager, PMS-378, Ford-Class Program Office. “Being embedded with a program office that is delivering new capability provides the LNOs with a unique view of how the senior levels of NAVSEA operate, and synchronize NAVSUP efforts accordingly.”

In early 2019, SUP 04 was NAVSUP N51 Fleet and Warfare Integration Division. Capt. Blake Kent was the director of N51 and Charla Fridley was the deputy. Beginning in 2019, they began efforts to transform the NAVSUP Liaison Program to be more agile in elevating tactical challenges into strategic level focus areas. The goal was to drive more effective unity of effort between NAVSUP and NAVSEA to improve material availability in support of new construction, modernization and repair of vessels. LNOs enthusiastically embraced the new direction and set out building and maintaining communications and relationships within their host organizations and across the whole of NAVSUP.

“Having a NAVSUP LNO within PEO USC has been tremendously helpful to keep us informed of NAVSUP initiatives, and align program sustainment objectives for better coordination and discussion of efforts across the board,” said Rear Adm. Casey Moton, program executive officer for Unmanned and Small Combatants (USC). “I think the program facilitates an open channel that ultimately saves us time and provides efficiencies to better serve the fleet.”

The new team of NAVSUP LNOs was established and positioned at PEO Aircraft Carriers, PEO Integrated Warfare Systems, PEO USC, PEO Ships, NAVSEA 04S (Industrial Operations) and NAVSEA 21 (Surface Ship Maintenance and Modernization). They were hired to operate as the NAVSUP Commander’s direct representatives and to promote communications and transparency back to NAVSUP from host commands. LNOs maneuver freely within and between

commands, engaging at the flag, senior executive service and senior leader levels focusing on high-value improvement initiatives of mutual benefit.

“The NAVSUP LNO has been instrumental in establishing the appropriate level of logistics support to some of most critical technologies on the Ford program. In each case, the LNO was able to short circuit the communication valley that inherently exists between organizations because of their unique understanding of both NAVSEA and NAVSUP program goals, operating procedures, and chain of command. Issues are solved in a much quicker manner because they are addressed at the right level, in the right area of the organization,” explained Cormier.

“Our LNOs are high impact, knowledgeable supply chain experts,” said Rear Adm. Pete Stamatopoulos, commander, NAVSUP. “They work in a very complicated operating environment providing key support to PEOs and NAVSEA to protect and improve Navy’s end-to-end maritime supply chains and lifecycle logistics.”

By proactively engaging, LNOs create synergies, facilitate information exchange for supply chain-related issues, and provide insights and expert advice to PEOs and NAVSEA. Their efforts support life cycle sustainment plans and life cycle support concepts. LNOs synchronize operations to ensure alignment between commands, furthering the expeditious delivery and affordability of systems. This requires a deep understanding of both supported and supporting commands’ processes, culture, operating styles, and organization, which enables them to be seen as the resident expert and a conduit between both organizations.

“Being an LNO provides tremendous opportunities to shape the future of sustainment across the fleet,” said Drew Brown, NAVSUP liaison officer to PEO USC.

“Working with DASN staff, NAVSUP senior leaders, NAVSEA admirals, and executive directors allows me to influence strategic objectives to better align organizations toward the common goal of improving access to whatever it is they need at the right time to accomplish the mission.”

Individual LNO successes can have a wide area of effect. As an example, NAVSUP LNO Becky Coleman led a cross-cutting team in taking a strategic look at the MK-110 gun weapon system across 11 organizations. Together, they identified supply chain support issues of the gun mount installed on Coast Guard National Security Cutter, Off-shore Patrol Cutter, Littoral Combat Ships and future installations on the new Constellation class frigate. The review identified over 3,000 new provisioning candidates, resulting in updated parts availability, increased access to contractors, and identification of maintenance significant parts. Since the NAVSUP LNO program was reinvigorated, an ongoing marketing campaign reinforces the LNOs’ new role so mission partners see them as strategic assets to advance the mission and ensure alignment and integration. NAVSUP 041, the Maritime Strategic Engagement and Weapons Platform Integration Division led by Capt. Troy Gronberg and Charla Fridley, continue to promote the LNOs’ role and swarm high-value initiatives such as Naval Sustainment System-Supply (NSS-Supply), NSS-Shipyard, and Strategic Supplier Management relations. Their relentless pursuit of improved supply chain processes and policy with PEOs and NAVSEA are setting weapon systems up for long-term sustainment success.

“The NAVSUP LNOs provide critical and time-sensitive logistics and supply support to mission partner PEOs and directors in support of NAVSUP goals and in alignment with NSS-Supply priorities,” said Mark Wheeler, NAVSUP LNO to PEO aircraft carriers.

The NAVSUP LNO program continues to add value to NAVSEA and the Navy with two new LNOs who will soon be assigned to PEO Strategic Submarines (PEO SSBN) – formerly PEO Columbia – and PEO Attack Submarines (PEO SSN) – formerly PEO Submarines. 🌟



Major Gen. Joel Tyler (center), U.S. Africa Command (AFRICOM) chief of staff, and Rear Adm. Kevin Jones (fifth from left), AFRICOM director, logistics directorate (J-4), visit with leaders of Naval Supply Systems Command Fleet Logistics Center Sigonella (NAVSUP FLCSI) at Naval Air Station Sigonella, Italy. During their visit, Tyler and Jones were briefed on NAVSUP FLCSI's logistics and supply mission supporting key customers such as Combined Joint Task Force Horn of Africa, U.S. Fifth and Sixth Fleet assets, and over 34 tenant commands located at Camp Lemonnier, Djibouti. —photo by Joe Yanik

AFRICOM Leaders Visit NAVSUP in Sicily

By Joseph Yanik

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

“Major Gen. Tyler’s visit to NAVSUP Fleet Logistics Center (FLC) Sigonella provided a great opportunity to show the span of influence we have in Africa as an organization dedicated to providing both logistical and contracting support. Our team of professionals, both military and civilian, are ready and mission capable on any given notice to create tailorable and sustainable solutions to naval, Joint and allied forces throughout the United States Africa Command (AFRICOM) area of responsibility,” said Cmdr. Treven Feleciano, NAVSUP FLC Sigonella operations officer.

Tyler is responsible for exercising day-to-day supervision of the staff, management of matters involving the daily operations of the command, and providing counsel and advice to the commander, deputies and the command senior enlisted leader on all matters affecting the command.

Site Djibouti is one of NAVSUP FLC Sigonella’s five logistics sites strategically located across Navy Region Europe and Africa. Through its offices and facilities at Camp Lemonnier, Site Djibouti provides logistics, supply network and quality-of-life services to naval, Joint, and allied customers throughout the AFRICOM Theater of Operation. ●

NAVSEA's Forward Deployed Regional Maintenance Center, NAVSUP Fleet Logistics Center Sigonella's Integrated Logistics Support Team Ready Forward Deployed Ships in Rota, Spain

By Miguel Gallardo

NAVSUP FLEET LOGISTICS CENTER INTEGRATED LOGISTICS SUPPORT MANAGER AT NAVAL STATION ROTA, SPAIN,

Arnaldo "Ariel" Gloria

NAVSUP FLC SIGONELLA'S INTEGRATED LOGISTICS SUPPORT PROGRAM MANAGER

Integrated Logistics Support (ILS) and Supply Chain Management (SCM) are two major support elements that NAVSUP Fleet Logistics Center (FLC) Sigonella's Code 510 team provides to Naval Sea Systems Command Forward Deployed Regional Maintenance Center (FDRMC) on scheduled and unscheduled CNO Repair and Modernization for the Forward Deployed Naval Forces (FDNF) ships homeported at Naval Station (NAVSTA) Rota, Spain.

NAVSUP FLC Sigonella Site Rota's ILS team provides the interfaces in areas consisting of the Regional Maintenance and Modernization Coordination Office, Alteration Installation Teams in validation of ILS deliverables, limited Onboard Repair Parts, Technical Manuals updates/changes, Maintenance Assist Modules allowance validation, Allowance Parts Lists, and Maintenance Index Pages.

According to a Government Accountability Report released in August 2020, the Navy's four public shipyards found that 75% of planned maintenance periods were delayed for aircraft carriers and submarines with planned completion from fiscal year (FY) 2015 to FY2019.

While the internationally diverse team at NAVSTA Rota executes ILS and SCM functions supporting 6th Fleet schedule and FDRMC in their efforts of continuous maintenance and modernization, NAVSUP FLC Sigonella's Site Rota Code 510 met 100% of scheduled maintenance availabilities on-time during the previous two years despite the impact of the COVID-19 pandemic. In FY21, NAVSUP FLC Sigonella's Code 510 team at NAVSTA Rota completed two availabilities for two USS Roosevelt (DDG 80), two for USS Ross (DDG 71), and one for USS Porter (DDG 78).

In 2021, NAVSUP FLC Sigonella Site Rota's ILS team completed over 100 ILS certifications, validated over 5,598 configuration records, inventoried 1,187 Maintenance Assist Modules and completed 42 modernization alterations to ensure the ships configuration were accurate and up-to-date, ensuring optimal battle readiness.

NAVSUP FLC Sigonella Site Rota's SCM team provides Government Furnished Material procurement, material shipping, receiving, inventory, issue, and parts research that directly support ship repair and maintenance. In October 2019, Site Rota Code 510 established Real-time

...continued on page 34



The Arleigh Burke-class guided-missile destroyer USS Roosevelt (DDG 80) departs Naval Station Rota, Spain, Dec. 6, 2021. —photo by Mass Communication Specialist 2nd Class Andrea Rumble

...continued from page 33



Reutilization Asset Management using Navy Enterprise Resource Planning (ERP) to meet Navy FIAR Compliance. The SCM team accurately maintained a 236-line inventory of free issue material at 100% accountability and in an effort to significantly reduce the cost of doing business. By utilizing Navy ERP, the team handled 238 orders with a cost avoidance of \$359,925 over two fiscal years. Our efforts of repurposing items predominantly procured by FDRMC to any customer in the 6th Fleet Area of Operation with a valid requirement significantly increased order fulfillment requirement and material readiness of valuable assets. FDRMC Naples has taken responsibility for Repair and Modernization of Aegis Ashore Missile Defense System (AAMDS) at Naval Support Facilities Deveselu, Romania, and Redzikowo, Poland; the Littoral Combat Ship (LCS) platform and USS Herschel Williams (ESB-4) without NAVSUP FLC Sigonella Code 500 support. In August 2021, our NAVSUP FLC Sigonella Code 510 teams at NAVSTA Rota and at NAVSU FLC Sigonella's headquarters at Naval Air Station Sigonella collaborated with FDRMC teams

at NAVSTA Rota and Naval Support Activity Naples, Italy, to revise and update our Memorandum of Agreement (MOA) signed in Dec 2014. This updated MOA will establish ILS and SCM functions in Naples and will directly support FDRMC in supporting AAMDS, LCS platform, USS Herschel Williams (ESB-4) and other deployed U.S. vessels that may require Preventive Maintenance Availability, and/or Emergency Voyage Repair.

Lastly, we continue to collaborate with FDRMC's detachment at NAVSTA Rota, NAVSUP Weapon Systems Support and NAVSUP FLC Sigonella's contracting team to develop a local contract to overhaul and repair the vertical launch system hatch, a Long Lead Time Material (LLTM) category. This collaborative effort will meet NAVSUP's Naval Sustainment System – Supply initiative of providing organic repair and cost effective repair cycle, thereby reducing turnaround time by 50%. If this initiative is successful, our goal is to continue collaborating with FDRMC to explore other potential LLTM candidates that could be repaired locally. ☀

From Left-to Right: Antonio Orduna, Leo Mijares, Manuel Garrido, Antonio Santos, Mike Gallardo, Ostar Alexis, Joy Jose, Fernando Avila. (**Not in the Picture:** Gonzalo Diaz, Pedro Albadalejo and LS1 Aliaksandr Lamakin) –U.S. Navy courtesy photo



The Arleigh Burke-class guided-missile destroyer USS Ross (DDG 71), forward-deployed to Rota, Spain, patrols the U.S. Sixth Fleet area of operations in support of regional allies and partners and U.S. national security interests in Europe and Africa. –U.S. Navy courtesy photo

NAVSUP FLC Norfolk Executive Director Retires

By Tom Kreidel

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER NORFOLK



When Dale Rieck arrived at his hometown University of South Carolina as a freshman in the ROTC program in 1972, he had no idea that it was the first step in a journey that would take him around the world, both as a naval officer and a government employee.

Rieck, who retired from government service in January, says he assumed he'd do his four years of obligated service and return to Columbia, South Carolina and start a career there.

"I wanted the chance to go to a public university and still start off in a military career after graduation," he said. "I came from a military family and had spent most of my life on military bases, so that life was one I was most familiar with."

During his time at the University of South Carolina, he said two things happened that would shape his life and career, serving as the supply officer of his NROTC unit, and more importantly, meeting Mona, his wife of 45 years and counting.

"My wife has been the number one advisor and supporter in my life. I would not be where I am without her," said Rieck. "I met her at age 20 and she has been with me guiding me every step of the way since."

His military career started where his civilian career ended, in Norfolk, Virginia.

But his time as a military officer took him to far flung places around the world including Guam, Antigua, Guantanamo Bay, with afloat tours aboard USS Patterson (FF 1061) and USS Niagara Falls (AFS 3). Although not at the start of his civilian career as he intended, he did return to his home state of South Carolina, serving as the assistant to the director of the Regional Contracting Department at the Naval Supply Center in Charleston.

Rieck said his time on active duty gave him the opportunity to work with people from all walks of life and enjoy the travel that went along with it.

"I most enjoyed the chance to make a difference and support the fleet," he added. Rieck then transitioned to a civilian government service career in 1999 when he was hired as a GS-15 at the Marine Corps Logistics Command, where he served as the deputy director of the Logistics Operations Center. During his time there, the command oversaw a buildup of services for the Iraq War, to support the warfighter at the tip of the spear.

His next position was as the executive director (ED) at NAVSUP Fleet Logistics Center (FLC) Yokosuka from 2009 to 2014. He says his biggest challenge and proudest moment at Yokosuka was during the Fukushima nuclear reactor incident following the Tohoku earthquake and tsunami. "I'm proud we were able to keep the workforce motivated under arduous conditions," said Rieck.

He added that the hardest part of that task was balancing the fleet requirements the earthquake added, while people were concerned with their home life and families. This against a backdrop of the possibility of having to evacuate the base.

In June 2014, he became the first person to be an ED at two NAVSUP fleet logistics centers when he reported to NAVSUP FLC Norfolk, as he fondly told anyone that would listen - "the biggest... and best FLC."

During his time at NAVSUP FLC Norfolk he oversaw an increase in civilian personnel from less than 900 to over a thousand,

increasing the command's ability to support the waterfront and beyond. His tenure saw the command recognized with several awards, including in contracting, small business, fuels and many other areas.

"Any success I have had here is really due to the NAVSUP FLC Norfolk team," he added. "I tried to break down barriers to enable success, while pushing for increased resources."

During his 12 years as an ED, and throughout his career, Rieck has made connections with thousands of his fellow logistics experts throughout NAVSUP, including NAVSUP FLC Puget Sound Executive Director John Hornbrook, who has known Rieck since 1990. They have worked together both on active duty and as civilians in Yokosuka, with Hornbrook describing him as "a team player, outstanding leader and boss. I value our time working together as he is a true friend and will be missed." He added that they did a lot of running together and Rieck was hard to beat in the 5K races.

Rieck says that the biggest thing he will miss are the personal interactions with the team at NAVSUP FLC Norfolk.

"I am so proud of the team, as they accomplished so much in fleet and industrial support with a great attitude," he added. "In the end, it comes down to the people and the working relationships."

He added that he plans to remain "hard to beat" in a footrace, as he says he'll now have more time to put more attention to his PT regimen.

Rieck says he is very proud of his service, but his proudest legacy is that he has three children who have followed him into government service, to include two who have reached the GS-15 level. Family factors into his retirement plans as well, with more time to spend with them. That includes both his younger grandchildren and his high school aged ones who are in various athletics. In retirement, he'll have much more time to enjoy their games.

"I won't be bored," he concluded. 🌟



NAVSUP's Fleet Logistics Command in Europe Earns Defense Transportation Award

By Joe Yanik

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER
SIGONELLA

"Our continued success is directly attributed to the truly dedicated and professional NAVSUP FLC Sigonella logistical support, postal, fuel, household goods and transportation teams that are strategically placed across a multi-theater environment for their herculean efforts executing superb operational and tactical transportation services throughout the NAVEUR-AF AOR," said Jeff Criger NAVSUP FLC Sigonella supply chain director.

Each year, the National Defense Transportation Association (NDTA) recognizes active-duty and Reserve Component transportation units of each service that have distinguished themselves in operational logistics and transportation. NAVSUP Fleet Logistics Center Sigonella (FLC) Enterprise transportation teams deliver operational and tactical transportation services throughout U. S. Naval Forces Europe-Africa (NAVEUR-AF) Area of Responsibility (AOR). It performs transportation mission through 14 enduring and forward operating sites; forward contingency and cooperative security locations in 13 countries in Europe and Africa.

"Our continued success is directly attributed to the truly dedicated and professional NAVSUP FLC Sigonella logistical support, postal, fuel, household goods and transportation teams that are strategically placed across a multi-theater environment for their herculean efforts executing superb operational and tactical transportation services throughout the NAVEUR-AF AOR," said Jeff Criger NAVSUP FLC Sigonella supply chain director.

This is the fourth time since 2009 that NAVSUP FLC Sigonella has won an NDTA award.

Accomplishments by NAVSUP FLC's transportation teams that were highlighted in NAVSUP FLC Sigonella's award nomination package included:

- Expertly spearheaded tracking visibility and facilitated immediate customs clearance ensuring prompt delivery for 296 pallets of Health and Human Services personal protective equipment valued at \$1.4 million, distributing 40,000 pounds of urgently needed surgical masks, N-95 masks, goggles,

gloves, and gowns across the USEUCOM theater of operation, enabling Navy Medical Treatment Facility staff throughout Europe and Africa to be successfully protected, prepared, and rapidly able to maintain warfighter readiness throughout the high tides of the raging COVID pandemic.

- Skillfully employed decades of DoD customs and transportation expertise to overcome the denied COVID-19 environment head on, conquering complex border crossing restrictions and commercial flight degradation at only 40% from prior years, by capably leading 79 customs clearance officers across the AOR in processing 161,132 import clearance actions culminating in the expeditious delivery of three million shipments and five million pounds of mail in support of Navy, Joint, and allied customers.
- Masterfully innovated the herculean logistics success using "Camp Lemonnier Djibouti Express" Navy organic airlift medical re-supply missions to recover 48,000 pounds of backlogged Mediterranean mail via a "back door" back-haul channel through Bahrain and Africa to sites dispersed throughout Europe; Stars and Stripes highlighted these efforts in their May 20 article entitled "Navy pushes 'mountain of mail to Europe' via Middle East and Africa following commercial route cancellations" caused by COVID-19.
- Provided stellar supply chain transportation direction, guidance, and leadership increasing Navy lethality by providing the logistics support necessary to successfully affect the seamless shift and transfer for USS Hershel "Woody" Williams (T ESB 4) to its new homeport in Greece, providing a new capability for the 6th Fleet area of operations enhancing interoperability with partners across the spectrum of maritime operations including the Expeditionary Sea Base (ESB) conducting tracking exercises with the Ghanaian and Italian navies in the Gulf of Guinea, interoperability training with Special Operations Command Africa teams and the 352nd Special Operations Wing in the Mediterranean, and further special missions off the coast in and around East Africa; providing a long-term ESB presence to the U.S. African Command mission set that will support security cooperation missions and operations in and around the African continent. 🌟



Military and civilian leaders from NAVSUP Fleet Logistics Center Sigonella gathered for the command's annual leadership conference at Naval Air Station Sigonella, Sicily, Italy.

Below: Rear Adm. Scott Gray (*standing*), commander, Navy Region Europe, Africa, Central, speaks during NAVSUP Fleet Logistics Center Sigonella's annual leadership conference.

Bottom: Margie Lutz (*seventh from left*), Navy Region Europe, Africa, Central executive director, tours NAVSUP facility. The tour included a stop at the installation's future intelligent locker mail facility and the aviation fuels department. —photos by Joe Yanik



NAVSUP's Leaders in Naval Forces Europe–Africa Meet to Plan Strategic Priorities for Area of Responsibility

By Joe Yanik

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

Military and civilian leaders from NAVSUP Fleet Logistics Center (FLC) Sigonella gathered for the command's annual leadership conference December 7-8, 2021 at Naval Air Station Sigonella, Sicily, Italy.

Open forum discussion among the leaders included identifying strategic goals and establishing action items for calendar year 2022.

"I could not be more proud of the skills, talent and energy you and your teams bring to our organization," said Capt. Douglas S. MacKenzie, NAVSUP FLC Sigonella commanding officer to the leaders in attendance. "I empower you to generate great ideas and take action to make us more effective in accomplishing our mission. Know that I have your back."

Rear Adm. Scott Gray, commander, Navy Region Europe, Africa, Central was guest speaker at the conference. During his remarks, he praised NAVSUP FLC Sigonella's performance providing logistics support during Operation Allies Refuge/Welcome (OAR/W), August-October 2021.

Gray emphasized the need for continued effectiveness during calendar year 2022 in an era of great power competition in the Navy Region Europe-Africa area of operation.

Read the full stories of NAVSUP FLC Sigonella's support during OAR/W here:

- FLCSI's Site Rota, Spain, supports OAW: <https://dvidshub.net/r/m47ylv>
- FLCSI Site Sigonella, Sicily, supports OAW #1: <https://dvidshub.net/r/2qfnu2>
- NAVSUP's mail facility in Sicily repurposed to support OAW": <https://dvidshub.net/r/l7vzig> 🌟

NAVSUP in Africa Helps Make USS Sentry, USS Gladiator Ready for Mission in the Red Sea

By Joe Yanik

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

Lt. Cmdr. Michael Bock, NAVSUP Fleet Logistics Center (FLC) Sigonella site director at Camp Lemmonier, Djibouti (CLDJ) leads a team of military and contractor logisticians whose mission is to provide a full spectrum of logistics support services to USS, USNS and USCG ships in this Eastern Africa Region.



U.S. Navy Engineman Fireman Anthony Holloway, from Miami, assigned to the mine countermeasures ship USS Gladiator (MCM 11), waits to carry ship's mail aboard during a sustainment and logistics visit at the Port of Djibouti. —photo by Petty Officer 1st Class Jacob Sippel

"My team's main line of efforts are movements of goods and people, focusing on mail, repairables, casualty reports and replenishing the Ships Stores and provisions," Bock said.

When USS Gladiator (MCM 11) and USS Sentry (MCM 3) conducted a logistics and maintenance period (LMP), or post visit, at the Port of Djibouti in late October 2021, his team of supply logisticians ensured the ships would be ready to continue on with their mine countermeasure mission.

Lt. Ben Hoell, NAVSUP FLC Sigonella Site Djibouti's logistics support officer, supervised the supply efforts by military and contractor personnel who coordinated the loading, unloading and provisioning during the LMP.

"During the port visit, we delivered official and unofficial mail to the crewmembers, disposed of waste water, loaded repair parts and replenished the Ships Stores with food provisions, such as fresh fruits and vegetables," Hoell said.

Gladiator and Sentry are currently deployed to the U.S. 5th Fleet area of operations

to ensure maritime stability and security in the Central Region, connecting the Mediterranean and Pacific through the Western Indian Ocean and the strategic choke point of Bab el-Mandeb.

After the port visit, Sentry and Gladiator transited the Bab el-Mandeb Strait, entering the Red Sea, where they supported exercise Indigo Defender 21.

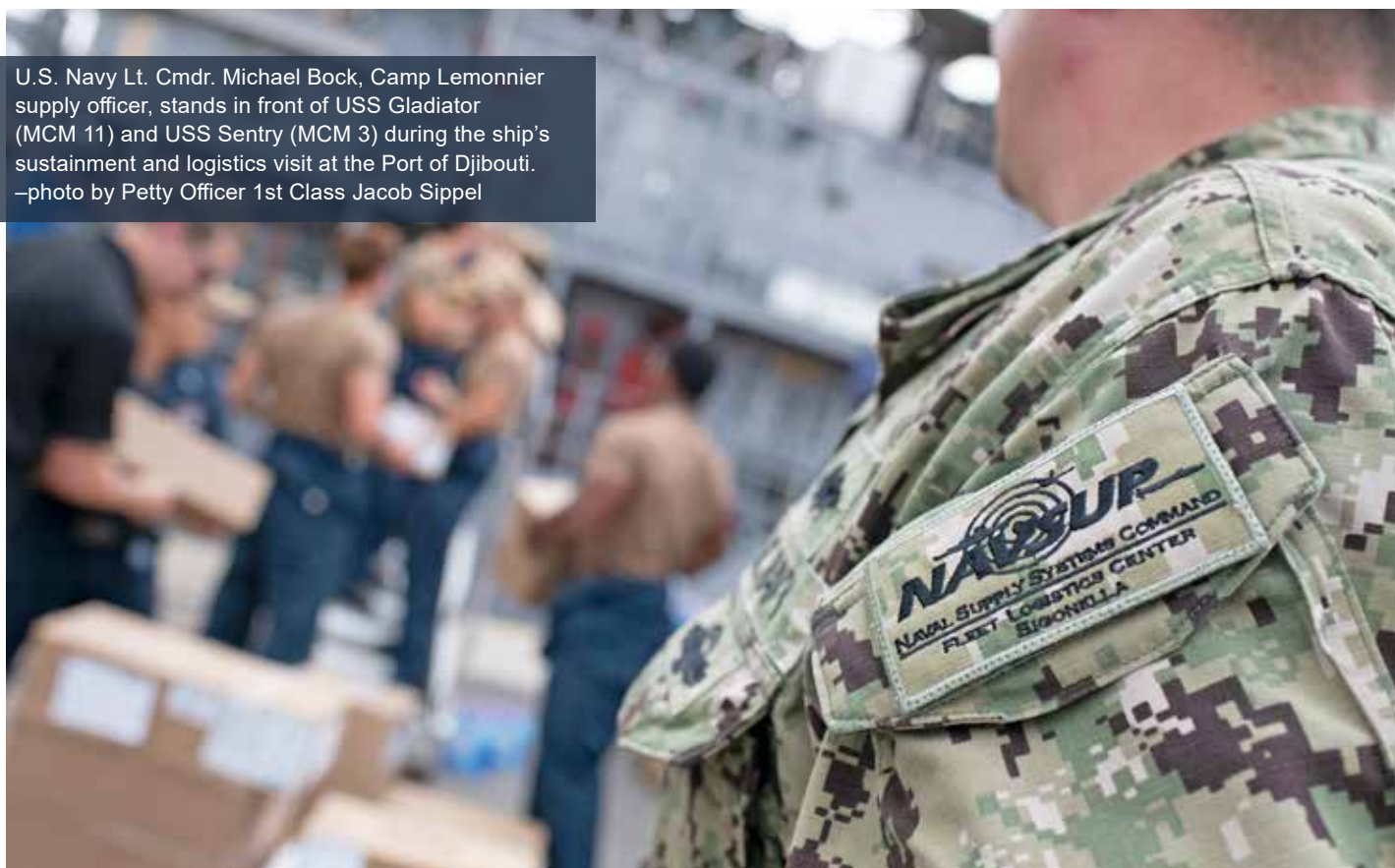
The voyage marked the first time in seven years 5th Fleet's forward-deployed mine countermeasures ships sailed from the Arabian Gulf to the Red Sea and back.

CLDJ serves as an expeditionary base for U.S. military forces providing support to ships, aircraft and personnel that ensure security throughout Europe, Africa and the Central Theaters. The base enables maritime and combat operations in the Horn of Africa while fostering positive U.S.-Africa relations.

Site Djibouti is one of NAVSUP FLC Sigonella's five logistics sites strategically located across Europe, Africa and Southwest Asia. Through its offices and facilities at Camp Lemmonier, Site CLDJ provides logistics, supply network and quality-of-life services to U.S. Naval, Joint, and Allied customers throughout the AFRICOM Theater of Operations. 🌟

(U.S. 5th Fleet Public Affairs contributed to this story - <https://www.facebook.com/NAVCENT.C5F>)

U.S. Navy Lt. Cmdr. Michael Bock, Camp Lemonnier supply officer, stands in front of USS Gladiator (MCM 11) and USS Sentry (MCM 3) during the ship's sustainment and logistics visit at the Port of Djibouti. —photo by Petty Officer 1st Class Jacob Sippel



U.S. Navy Capt. Doug MacKenzie (right), commanding officer, NAVSUP FLC Sigonella, discusses logistics operations with a supply officer aboard the mine countermeasures ship USS Gladiator (MCM 11) during a sustainment and logistics visit at the Port of Djibouti. —photo by Petty Officer 1st Class Jacob Sippel

NAVSUP in Europe Prepared Fleet Mail Centers for Holiday Season

By Joe Yanik

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SIGONELLA

Every year during the holiday season, hundreds of military and civilian personnel assigned to Naval Supply Systems Command's fleet mail centers (NAVSUP's FMCs) across Navy Region Europe-Africa (NAVEUR-AF) process higher-than-normal mail volumes beginning in November through April. This year was no different.

"Our postal teams had the same goal this holiday season as they do every year: to serve each of our postal customers with the highest level of professionalism and expediency," said Capt. Douglas MacKenzie, NAVSUP Fleet Logistics Center (FLC) Sigonella's commanding officer. "We take to heart this important responsibility of ensuring their packages arrive securely to their destinations in a timely fashion. This what our customers expect and we are committed to exceeding those expectations."

During any given year, NAVSUP FLC Sigonella's postal activities process six million pounds of mail across NAVEURAF, of which more than one million is processed during the annual holiday mailing season alone.

"With the increase in mail volume during the holidays, we are able to maintain the same level of superior customer service and productivity with good planning," Vic Gonzalez, NAVSUP FLC Sigonella's postal program manager.

Good planning, Gonzalez said, involves taking concrete steps to clearly communicate with the command's customer base, to train its postal teams and to add manpower with Reserve Component support.

"We bring Reservists on orders to augment our postal operations throughout our AOR and help sort and deliver mail," said Gonzalez. "Unbeknownst to most of our customers, postal personnel are not normally able to take leave during the months of November and December because of the

increased mail volumes. There is a need for additional help, and our Reserve Component definitely helps make a difference, even if it means filling in to allow some of our active component personnel to enjoy a day off from time to time."

When it comes to additional training of the command's postal teams, Gonzalez said he and installation postal officers meet with their personnel to review proper procedures for handling mail. Topics covered are mail processing techniques, transportation chal-



Every year during the holiday season, hundreds of military and civilian personnel assigned to Naval Supply Systems Command's fleet mail centers across Navy Region Europe-Africa process higher-than-normal mail volumes beginning in November through April. —photo by Joe Yanik

lenges if encountered, and contingency plans to move mail in and out of AOR FMCs with minimum or zero interruptions.

"We also take opportunities to advertise and leverage use of technology available at some of our bases, such as availability and use of our Intelligent Lockers," he said.

NAVSUP FLC Sigonella is a geographically-diverse command whose products and services, like postal operations, support Naval and Joint Warfighters across NAVEUR-AF in Italy, Greece, Spain, Portugal, Poland, Romania and at the U.S.' only permanent base in Africa - Camp Lemonnier, Djibouti.

"Because of how geographically spread out postal teams are, we've produced in-house training videos that cover topics like proper package handling processes and procedures," Gonzalez said. "The video medium enables our postal professionals to benefit from the same training that can be viewed at different times and as often as needed."

When it comes to clearly communicating with their customer base, NAVSUP FLC Sigonella pushed out important customer service information in October and in November through NAVEUR-AF public affairs offices and American Forces Network stations.

"The information we send out to our postal customer base has to be accurate, relevant and early," Gonzalez said.

Gonzalez said that NAVSUP FLC Sigonella's recommended mailing dates are earlier than those published by USPS.

"We believe NAVSUP's recommended mailing dates give our customer base a more realistic timeline for their mail to arrive to its destination before December 25th," he said.

These recommended mailing dates account for COVID impact, current mail transit times and anticipated mail volumes that are specific to NAVEUR-AF.

"For the past few months, we've been able to resume using commercial air carriers for moving mail, which means our postal operations largely returned to normal during the holiday season," Gonzalez said. "Nevertheless, we remained flexible and had plans in place, such as commercial trucking to most locations, in the event our air transportation pipeline got clogged." 🌟

Learn about how your mail moves in and out of our AOR through the military postal service by clicking here:

<https://youtu.be/61URFM2JVGo>

NAVSUP Postal Workers Recognized in Italy

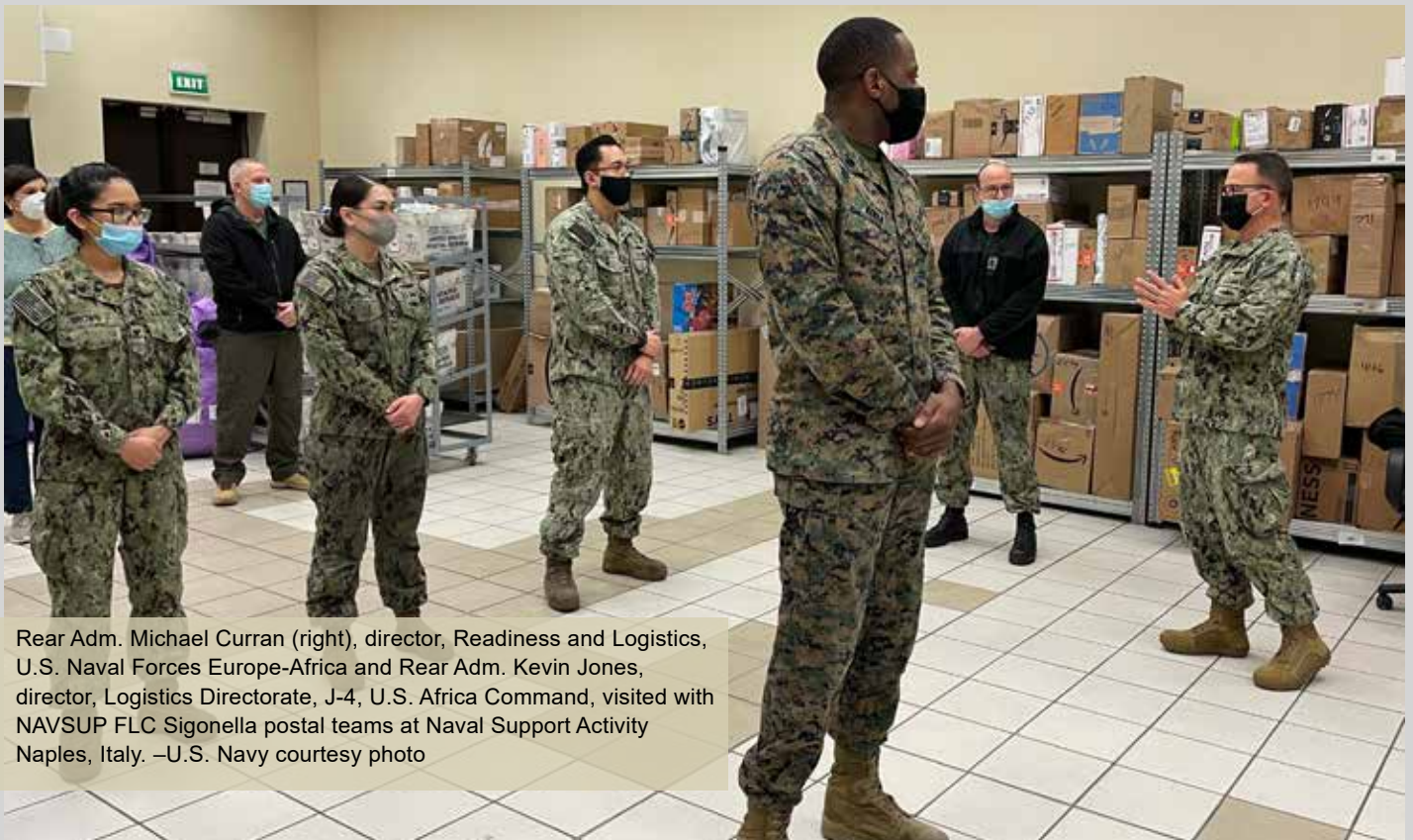
By Joe Yanik

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

"Eight of our Sailors at Support Site and at Capodichino received a challenge coin from Rear Adm. Michael Curran because of their extraordinary efforts during the 2021 holiday mail surge to include processing additional incoming mail volume, additional outgoing shipment sales, and providing outstanding customer service at the pickup counter," said Lt. Kurt Mynster, NAVSUP Fleet Logistics Center Site Naples, services officer. "Rear Adm. Kevin Jones impressed upon the postal clerks at the Capodichino post office how vital a role they play in the morale of service members, civilians, and families stationed overseas." 🌟

Rear Adm. Kevin Jones
director, Logistics Directorate,
J-4, U.S. Africa Command,
visited with NAVSUP FLC
Sigonella postal teams
at Naval Support Activity
Naples, Italy in December.
—U.S. Navy courtesy photo

AROUND NAVSUP



Rear Adm. Michael Curran (right), director, Readiness and Logistics, U.S. Naval Forces Europe-Africa and Rear Adm. Kevin Jones, director, Logistics Directorate, J-4, U.S. Africa Command, visited with NAVSUP FLC Sigonella postal teams at Naval Support Activity Naples, Italy. —U.S. Navy courtesy photo

Holidays Made Merrier After NEX Layaway Balances Paid

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS,
NAVY EXCHANGE SERVICE COMMAND



Military families at several Navy Exchange (NEX) locations had an early holiday surprise when their layaway balances were paid off. In all, 700 families at NEX Norfolk, Virginia; NEX San Diego; NEX Pearl Harbor; NEX Charleston, South Carolina; and NEX Orlando, Florida, had their layaway balances totaling nearly \$133,000 paid by the non-profit organization Pay Away the Layaway, Inc.

Celebrity Montel Williams, a prior U.S. Marine and U.S. Navy Lt. Cmdr., and Ulysees Gilbert III, a linebacker with the Pittsburgh Steelers, surprised the patrons with the news via video. Customers at NEX Norfolk, Virginia, were happy to receive the good news that their layaways had been paid. "I have five kids ... you always see this on TV, but you never think it'll happen to you," said Navy spouse, Albertine Griffin. "I thought (NEX Norfolk) was calling me because I missed a payment!"

As part of this year's surprise, families at NEX Charleston and NEX Norfolk had their layaways paid in full by Pay Away the Layaway, Inc., and its featured sponsor, Carolina Panthers running back, Christian McCaffrey.

Since 2016, NEX layaway balances totaling nearly \$400,000 have been paid for military families. This year, Pay Away the Layaway, Inc., will pay off layaway balances totaling over \$615,000 for 2,500 families at retail stores across the country. 🌟

Above: customer at Navy Exchange Norfolk, Virginia, picks up her layaway after the balance was paid off by the non-profit organization, Pay Away the Layaway, Inc. —U.S. Navy courtesy photo

Active, Retired Department of Defense, Coast Guard Civilian Employees Now Have NEX Online Shopping Access

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS,
NAVY EXCHANGE SERVICE COMMAND

Active and retired Department of Defense (DoD) and Coast Guard civilian employees now have access to shop online at myNavyExchange.com per a DoD directive. That same directive also extended in-store shopping access to active DoD and Coast Guard civilian employees at all military resale activities on May 1, 2021.

"We are excited to welcome these new customers to our NEX online store," said Robert Bianchi, chief executive officer at the Navy Exchange Service Command. "Expanding online shopping to a new group of authorized customers will allow us to increase our contribution to Navy quality of life programs which will greatly benefit our military community."

To access the NEX online store for shopping, DoD and Coast Guard civilian employees will need to sign up for an account at myNavyExchange.com using their DoD ID or last four digits of their social security number and birthdate. For account creation questions or issues, customers can contact 877-810-9030 in the continental United States or 001-877-432-1736 overseas.

To shop online, active and retired DoD and Coast Guard civilian employees must have a U.S. mailing address, including territories and possessions, and APO and FPO addresses. The online military exchanges cannot ship merchandise to local addresses in foreign countries. 🌟



NAVSUP Business Systems Center Marks 60 Years of Service to the Fleet

By NAVSUP Business Systems Center Public Affairs

During the 20th century, the rise of analog and digital computers signaled a change in doing business for the Navy, and the integration of computers and programming with logistics management gave birth to a tech-savvy organization now known as NAVSUP Business Systems Center (BSC).

“On January 15, 2022, NAVSUP BSC celebrated its 60th anniversary and 60 years of service to the fleet,” said Capt. Gene Cash, commanding officer, NAVSUP BSC. “This major milestone could not be achieved without the steadfast dedication and commitment of our past and present military and civilian workforce.”

“Through years of technological advances, our missions, functions, and tasks have changed to meet the needs of the Navy. Today, we are focused on providing information technology (IT) business solutions that power supply chains and enable readiness for our Sailors and the fleet,” said Cash.

Established January 15, 1962, as Navy Fleet Material Support Office (FMSO), and later renamed Navy Supply Information Systems Activity (NAVSISA) and ultimately NAVSUP BSC, the command was commissioned to provide central systems management for the retail portion of the Navy Stock Fund. The fund was a vehicle used to obtain supplies from the Defense Supply Agency, General Services Administration, and other U.S. military branches.

The inaugural crew was charged with evaluating supply support and coordinating efforts of inventory control points in the preparation of allowance and load lists for all supply support materials aboard ships and at overseas bases.

During the 1960s, the command focused efforts on systems automation using technology such as wired boards, punch cards, magnetic tapes, flat files, and UNIVAC 490 computers.

Military and civilian technicians worked together integrating material management items that required data processing, coding criteria, and coordination of technical functions related to transferred items for supply management.

In 1965, FMSO was designated as the Central Design Agency responsible for the automation of Navy inventory control and stock points. They implemented Uniform Automated Data Processing Systems to perform Navy supply, accounting, financial, and procurement management functions.

On May 1, 1966, the U.S. Navy Bureau

“On January 15, 2022, NAVSUP BSC celebrated its 60th anniversary and 60 years of service to the fleet,” said Capt. Gene Cash, commanding officer, NAVSUP BSC. “This major milestone could not be achieved without the steadfast dedication and commitment of our past and present military and civilian workforce.”

of Supplies and Accounting was decommissioned following more than 125 years of service, and NAVSUP Headquarters was established to support the new Chief of Naval Material Command. FMSO experts were now a part of the NAVSUP Enterprise and would set their sights on expanding IT and information management (IM).

By 1967 the workforce grew from five military officers and 56 civilian employees to 34 military and 497 employees. The command included an operations research analysis group, charged with improving Navy supply systems logistic management decisions, and personnel to design and develop international logistics support systems.

“It is very gratifying to observe the vitality and versatility exhibited by FMSO in carrying out the diverse missions for which it is responsible,” stated Rear Adm. Stephen Sherwood, acting commander, NAVSUP, in a 1967 letter to the FMSO commanding officer. “The excellent record of supply support performance by FMSO is in the finest tradition of the Navy and the Supply Corps.”

During the 1970s, the command shifted focus to system standardization using third-generation computer systems, databases, and disk storage. The command worked tirelessly to convert hundreds of previously developed programs to the Common Business Oriented Language computer language. In 1972, they assumed design and development responsibility for the Trident Submarine Logistics Data System, a system used to manage maintenance and replenishment of submarines during brief in-port periods. From 1973 to 1978, the crew also maintained the computerized database and associated programs for the Ship’s Maintenance and Material Management program. By the late 1970s, the command’s development role expanded with the responsibility to design financial systems such as the Standard Accounting and Reporting System.

“FMSO is unique because it combines, under one roof, a host of diverse yet complementary functions. All of these functions mesh in concert toward one objective; improved fleet support,” stated Curtis B. Wise, technical assistant to the commanding officer, in a 1972 Navy Supply Corp Newsletter article.

FMSO’s role as a change agent for Navy IT supply systems was well established by the 1980s and ushered in an era for system modernization. The crew focused on replacing obsolete technologies from the ‘60s and ‘70s and expanded office automation capabilities through the installation of local area networks to support personal computers and email. They converted more than 6 million lines of software code to run on modern mainframe computers as part of Resolicitation and Stock Point Automated Data Processing Replacement projects.

“I started working on base in 1976 as a typist creating memos and letters for the Ship’s Allowance Branch,” said Kathleen Chastain, a former NAVSUP BSC employee

...continued on page 44

from 1981 to 2011. “It wasn’t long before I was trained as a programmer and creating batch programs.”

“Initially, each line of code was created using a punch card. Those cards were fed into a computer and consolidated into large paper printouts of programs. A big program could have as many as 1,000 pages for our analysts to look through and correct before it could be run,” said Chastain.

Additional modernization efforts during the ‘80s included the installation of Trident Logistics Data System at Kings Bay, Georgia; implementation of the Automation of Procurement and Accounting Data Entry system at Naval Supply Center Charleston, South Carolina; and implementation of a modern-

“Our civilians are the ‘secret sauce,’ and have been recognized at the Department of the Navy level multiple times. Anyone can write code if you give them the specifications, but the technical abilities combined with the unique knowledge of the Navy supply system that exists here are what sets us apart.” said Brian Zirbel.

ized Management Information System International Logistics at the Navy International Logistics Office.

During the ‘90s, personal computers and the growing power of the internet brought about a technological revolution and period of unprecedented change, challenge, and innovation to the workforce.

FMSO was designated as a Department of Defense Central Design Activity, responsible for the development of standard software systems for use by multiple activities, and became the DOD’s first Central Design Activity to convert operations from mission-funding to a fee-for-service business environment.

This brought new tasking from non-traditional customers such as the Office of the Secretary of Defense, Defense Finance and Accounting Service, and the Joint Logistics Service Center. Logistics systems, including the Computerized Provisioning, Allowance, and Supply System, were developed for foreign military sales customers.

Running parallel with their role to serve as a premier business solutions provider, the command’s military and civilian experts worked diligently to integrate internet-based technologies, and successfully modified and tested more than 19 million lines of code and 25,000 computer programs ahead of the year 2000, nullifying expected issues for systems using two-digit dates.

At the turn of the century, FMSO’s role had significantly changed since their inception in 1962 and the command was renamed NAVSISA on April 29, 2002.

NAVSISA experts integrated commercial software products to replace government-developed software and web-based products to meet customer needs. Successful use of SAP Enterprise Resource Planning (ERP) software in the Supply Maintenance Aviation Reengineering Team project was a key component to Navywide adoption of Navy ERP. Web-based systems such as One-Touch Support, Electronic Retrograde Management System, and Commercial Asset Visibility were achieving large user and industry partner acceptance.

By the end of the decade, NAVSISA’s initiatives lowered NAVSUP IT costs by more than \$197 million and their reputation as a Navy leader in server and network reductions and information assurance excellence was well established.

“In the early 2000s, we were focused on how to utilize new technologies and internal business processes to meet requests from our customers and to replace legacy systems,” said Cash, who also served as a project officer for NAVSISA from 2006 to 2009. “The work that was done during this time was invaluable and set NAVSUP BSC up for the success you see today. We can now focus our efforts on aligning our projects with the needs of our mission partners and finding the best solution to support the fleet.”

By 2011, evolved missions throughout the NAVSUP Enterprise prompted a

reorganization, and NAVSISA was rebranded as NAVSUP BSC on July 1, 2011.

The experts at NAVSUP BSC incorporated digital practices that eliminated manual processes, improved automation, and ensured the readiness and security of Navy systems.

“NAVSUP BSC began to sunset legacy applications to take advantage of the new opportunities with increasing internet speed and low-code, no-code programming,” said Brian Zirbel, executive director, NAVSUP BSC. “We began to focus efforts on data analytics, adopted agile development processes, stood up the NAVSUP Enterprise Business Office and the Navy ERP Services Department. We integrated Fleet Logistic Center support into departmental lines of business to eliminate stovepipes, take advantage of technical expertise, and capitalize on capabilities across the command. Our workforce quickly adapted to the rapidly changing environment and positioned us well for the demands and needs of the Navy in the following years.”

Today, NAVSUP BSC is known for providing world-class IT/IM solutions through the design, development, and maintenance of systems in the functional areas of logistics, supply chain management, transportation, finance, and accounting.

Technical developers and validators build and analyze processes to ensure people, systems, and data are secure from cyber threats. Experts provide application development, systems management, business and IT consulting, and data life cycle support.

Their skilled workforce continues to pioneer enterprise digital transformation through a myriad of efforts, including development and management of systems such as Navy Data Platform, a standardized business intelligence and data platform that supports Navy supply-chain data-analytic capabilities; Robotic Process Automations, software application robots designed to accelerate business operations and improve Navy supply-chain readiness; Navy Mobile Computing teams that deploy mobile technology to warehouses and deliver improved readiness and accountability to the fleet; and award-winning development of web-based solutions such as NAVSUP Office of Inspector General (IG) Portal, an innovative solution that fully automates IG inspection and

remediation processes, eliminates excessive manual efforts and reduces administrative tasks.

In 2020, NAVSUP BSC executed the Navy's largest SAP system cloud migration in record time, moving the financial system of record, Navy ERP, from an onsite-hosted service to a commercial-cloud service. A critical step towards consolidating all Department of the Navy financial systems, and creating a unified, logical, modern infrastructure capable of delivering information advantages.

"NAVSUP BSC continues to play a vital role in Navy logistics, and we have evolved and adapted to design, develop, and maintain Enterprisewide solutions, a hundred micro-applications in the NAVSUP Enterprise Web Environment, and other business functions designed over the last 10 years," said Zirbel. "Our civilians are the 'secret sauce,' and have been recognized at the

Department of the Navy level multiple times. Anyone can write code if you give them the specifications, but the technical abilities combined with the unique knowledge of the Navy supply system that exists here are what sets us apart."

Most recently, a small portion of the NAVSUP BSC workforce was dedicated to supporting the design and development efforts of Naval Operational Business Logistics Enterprise Naval Operational Supply System, a modernized, end-to-end operational supply-chain management solution.

NAVSUP BSC's workforce extends beyond its headquarters in Mechanicsburg. They provide direct support to ships and Sailors throughout the fleet through Regional Support Sites in Norfolk, Virginia; Jacksonville, Florida; San Diego, California; Bremerton, Washington; and Pearl Harbor, Hawaii. These experts maintain and respond

to calls from the fleet for supported systems such as Navy Cash, Hazardous Inventory Control System for Windows, Food Service Management, Retail Operations Management, Personal Property Office kiosks, Fuel Asset Maintenance and Management System, and others.

"The future is bright for NAVSUP BSC, thanks to the skills, flexibility, institutional knowledge, and dedication of the military and civilian workforce," said Cash. "As we continue to move forward with data analytics, robotics, and automation across the Navy enterprise, I'm confident NAVSUP BSC will continue to play a vital role in the readiness, auditability, and security of supply chains for NAVSUP and the Navy for decades to come." 🌟

For more information about NAVSUP BSC, visit <https://www.navsupsup.navy.mil/public/navsup/bsc/>.

NAVSUP Business Systems Center 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. —illustration by James E. Foehl



NAVSUP Fleet Logistics Center Norfolk Real-Time Reutilization Asset Management Program Brings Value to the Fleet

By Jim Kohler

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER NORFOLK

Recycling has become a way of life, saving money, helping protect the environment and continuing the usefulness of items that might otherwise be placed in a landfill. The NAVSUP FLC Norfolk Real-Time Reutilization Asset Management (RRAM) is essentially a huge recycling operation that pays huge dividends.



According to Code 501 Physical Distribution Branch Director John Martin, NAVSUP FLC Norfolk manages the largest RRAM site in the Navy, with nearly 95,000 line items that are worth more than of \$700 million. “RRAM is end-use material purchased by the fleet or SYSCOM, not Navy Working Capital Fund,” said Martin. “The official category for RRAM material is OM&S(R) (Operating Materials and Supplies (Residual)). OPNAV policy requires OM&S(R) be made available for Navy customers (end users) at no charge.”

The NAVSUP FLC Norfolk RRAM operation is government owned and contractor operated, specifically three civil service

employees and 49 contractors keep the operation running. “RRAM provides storage for ‘A’ condition excess single materiel items not to exceed 6,000 pounds or 128 cubic feet,” said Martin. “The material is for redistribution to satisfy fleet requirements at no cost to the Navy.”

The RRAM program supports critical needs for customers resulting in tremendous savings. “During calendar year 2021, RRAM received 42,672 line items from offloading activities valued at more than \$125 million,” explained Martin. “RRAM completed 43,134 free issues in 2021 providing nearly \$150 million in cost avoidance to fleet units saving valuable OPTAR funds, including 7,252 CASREP requisitions valued at \$15 million.”

Martin further explained that RRAM generates credits to program sponsors by making free issue inventories available to Defense Logistics Agency item managers. “Credits were generated in 2021 in the amount of \$6.7 million which is the average for a typical year. These credits offset the RRAM contracted operational costs of \$4 million per year, so the entire operation pays for itself!”

Using Navy ERP/Single Supply Solution, the RRAM program provides customers real time Total Asset Visibility (TAV) of residual/excess material within the Navy ensuring cost avoidance by offsetting potential buys and repairs. “NAVSUP and fleet incorporated business rules in the ERP Sourcing logic ensure RRAM is considered first when filling Navy end user requisitions, in accordance with OPNAV and SECNAV guidance,” said Martin.

Another important component of the NAVSUP FLC Norfolk RRAM operation is their REMOVES Team. They assist ships in the offload and backload of material being managed ashore during Integrated Logistics Overhaul (ILO) operations. “They remove excess material from in-service ships maximizing storage utilization onboard while making the material available to other Navy Activities via the RRAM free issue program,” explained Martin.

In 2021, they supported the complete offload of all storeroom material for six ships going into ILO and supported the backload of three ships returning to service after ILO. They have also removed nearly 6,000 line items valued at more than \$9.7 million from 18 other ships in Norfolk and Mayport. All material was screened and inducted into RRAM stock and made available for free issue in the supply system for use by all Navy activities.

RRAM services are available to all U.S. Navy and Coast Guard activities worldwide and improves asset visibility and fleet readiness.

“This program has yielded a return on investment of over twenty fold through free issue back to the fleet and Materials Return Program (Item Manager Buy Back),” said Mike Johnson, department head for NAVSUP FLC Norfolk’s Industrial Support Department. “Nothing has surpassed the benefit to the warfighter, saving and providing the needed parts to satisfy maintenance requirements in support of fleet readiness.” ☀

Above left: (Left to right) Warehouse Specialist Wesley Spruill, Warehouse Specialist Melissa Raddatz, Warehouse Specialist Cody Barton, REMOVES Team Lead Paul Whalin and Warehouse Specialist Damion Barrett work together offloading excess material during an AT Code 6 evolution aboard USS Vella Gulf (CG 72). –photo by Jim Kohler

227th Navy Supply Corps Birthday, 23 February

Two hundred twenty-seven years ago, our U.S. Navy Supply Corps was born when President George Washington appointed Tench Francis, a Philadelphia businessman, as the country's first purveyor of public supplies. The tasking at the time was enormous and called on Francis to be innovative, versatile, adaptable, and forward thinking—skills still required today of our Supply Corps officers across planet earth.

To be “Ready for Sea” means challenging the status quo not just hour-by-hour but minute-by-minute. Our goal is to get better each day. All of us can improve. Complacency has no place within our corps.

Get Real. Get Better. Maintain a learning mindset, embracing our understanding that the leaders and teams that learn and adapt the fastest are the most ready and lethal in combat. Honestly, humbly and transparently self-assess. Take pride in and accept reward for fixing problems, instead of avoiding them. Self-correct, embracing the principle of continuous improvement. It is about fixing small problems at the lowest level, and rapidly elevating to senior leadership problems that cannot be solved at the local level. Consistently strong performance and closing the gap between our best and worst performers provide the surest path to a Navy that assesses, corrects, and innovates better than any opposition.

Our Supply Corps presence must be felt at every level throughout the Navy and Fleet, and as we work alongside our civilian and enlisted teammates. Naval forces cannot generate lethality if they are not sustained, and sustainment is not possible without the expertise, creativity and energy of the Supply Corps – and through a warfighting advantage only we can provide.

Through Naval Sustainment System-Supply, we are driving end-to-end supply chain integration and reform as we streamline Navy's supply chain to run more effectively and affordably to generate greater readiness of our platforms and weapons systems.

We are working with a sense of urgency to revitalize performance within our Navy shipyards, whose strategic importance in generating Fleet readiness and lethality has even more impact today

as it did in 1794, when they supported Navy's first six frigates.

Strengthening NAVSUP alignment with Shipyard Supply Support Unit/Code 500s will help us expand our efforts in creating a world-class industrial supply chain. And, Task Force 66.5 will yield greater visibility of our inventory assets across a multitude of Navy and commercial warehouses. We are all about winning, getting our commands to great and delivering high-impact mission results to our Navy, Joint and Allied mission partners.

Thank you for everything you do, and Happy 227th Birthday U.S. Navy Supply Corps! 🌟

NAVSUP Headquarters was joined by NAVSUP Weapon Systems Support leadership for a small celebration held in Mechanicsburg. Vice Adm. William Galinis, Naval Sea Systems Command commander and Giao Phan, NAVSEA executive director, along with Rear Adm. Scott M. Brown, U.S. Pacific Fleet fleet maintenance director, also joined the celebration.



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Members of COMLOGWESTPAC/CTF 73 and NAVSUP Fleet Logistics Center Yokosuka, Site Singapore celebrate the 227th Birthday of the Supply Corps in Singapore with a traditional cake cutting ceremony. Pictured (left to right): Lt. Will Anthony, CTF 73 Asst. replenishment officer; Capt. Richie Jenkins, CTF 73 deputy commander; Rear Adm. Philip Sobeck, CTF 73 commanding officer; and Cmdr. Wendell Stephens FCLY, Site Singapore OIC. –photo by MC2 David Zeigler