



THE NAVY SUPPLY CORPS Newsletter

Summer 2022



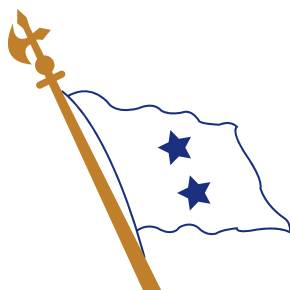
*Navy Supply
Corps School*

CELEBRATING

100
years



CARNEGIE LIBRARY



A Message from the Chief of Supply Corps

Our team of Supply Corps officers and NAVSUP employees continue to lean into tough supply chain challenges and deliver high-impact, measurable results in sustaining our Fleet and Joint Force. Logistics in the 21st century, more than ever, requires our agility and ability to pivot in real-time to changing conditions to enable the delivery of supplies and services—anytime, anywhere—from the tactical edge aboard afloat and expeditionary units, throughout the operational level of war, across Navy's force generation "foundry" and deep into the defense acquisition system.

Strategic competition requires continuous winning; and winning is measurable. Sustaining a winning record requires hard work and intense focus on mission, integrity, agility and excellence. Throughout our Performance-to-Plan (P2P) and Naval Sustainment System-Supply (NSS) journey we're learning the power of data analytics, problem solving tools, root cause analysis and the importance of clear supported/supporting C2 relations. We're also learning to challenge our beliefs, legacy processes, and status quo performance using data, facts, and diverse input. It's teaching us we must "get comfortable with being uncomfortable" in embracing the "red" in order to find and fix root causes, not just the symptoms. By embracing a "get real" mindset of self-assessment, critical thinking, and candid professional engagement we put ourselves, and the organizations we serve, on a "get better" improvement path in our relentless strive for excellence.

Since my last update, NSS-S continues to converge with other P2P and NSS initiatives to enhance Navy readiness and drive greater affordability into our supply chains. To date NSS-S pillars have value captured more than \$600 million in realizable savings which are enabling higher priority inventory and repair investments in Depot Level Repairable (DLR) components for maritime and aviation weapons systems. Powerful data analysis on critical maritime unfilled customer orders (UCO) have paved the way for cross-functional NSS teams who are dissecting business processes, hunting for leverage, and addressing the root causes behind repair and procurement delays. We recently worked through three tough initiatives in our four public Naval Shipyards (NSY) focused on improving decades of material management neglect by aligning people, culture and processes, improving supply support, and increasing the health of NSY R-Pools to accelerate on-time delivery of availabilities. Working together as Supply Corps professionals we are making positive impact.

Through your actions and deeds we are cultivating a Navy-wide commitment to build honest and trusted teams where diversity of thought is a must for mission accomplishment. Through teaming, we are accelerating our learning, innovation, adaptation and teaching to advance our supply chain integration mission. You each play a critical role in generating the operational readiness and resilience of our Navy, and I am in awe of your positive attitude and collaboration across our Supply Corps community. The value of your work and our collective contribution is evident across the force.

This newsletter highlights the Navy Supply Corps School and celebrates its hundredth year. Since its establishment dating back to 1921, the schoolhouse has a rich history of developing Supply Corps officers who are fully prepared to serve in afloat and expeditionary units across the globe. Join me in congratulating our Navy Supply Corps School as they continue creating a warfighting advantage only our Supply Corps officers can provide. "Ready for Sea!"

P.G. STAMATOPOULOS
RADM, SC, USN



NEWS FROM THE Command Master Chief

Supply Family,

Greetings from your NAVSUP HQ here in Mechanicsburg, Pennsylvania. The greenery is getting prettier by the day and it's about time to get a garden started.

I'd like to dedicate my portion of this newsletter to two great things: Gratitude for your support during my tour and introduction of the next NAVSUP Command Master Chief, CMDCM(SW/AW) Mark Schlosser.

There are far too many to thank individually but I want you to know that I appreciate your commitment to our mission, the Sailors, and civilians around the globe who work hard to leave our military better than they found it. From the countless times I reached out to the Household Goods team in SUP04 with an email from someone in need, receiving immediate responses and help, to the triads across our enterprise who welcomed me with open arms on travel, proud to highlight their mission and team. From the behind-the-scenes excellence of so many here at HQ, to the front doors and kind welcomes at the Navy Exchanges, Navy Lodges, and Navy Gateway Inns and Suites.

The CMC can often be an "easy button" for many, but what often isn't conveyed is the team of experts that the CMC relies on to answer those not-so-easy questions. The one thing I regret is that I didn't get to know more about you because COVID showed up one month after my arrival. I am incredibly grateful to have been a part of the NAVSUP family and I wish you great happiness and strength each and every day as you continue to execute our incredibly important mission. Thank you again for welcoming me and supporting me throughout my tour, often-times when we had never even met due to the pandemic. Your selflessness is recognized and greatly appreciated!



Now, please let me introduce your incoming CMC, Mark Schlosser, and his family. He is scheduled to arrive in late July and I will head off on terminal leave shortly after we turn over, retiring with 34 years of service. I have known Mark for just over two years, he was the CMC of NAVSUP FLC Sigonella when I first showed up here and he helped show me the supply ropes and asked the hard questions often. Trust me when I say you're getting a phenomenal CMC!!

CMC Schlosser joined the Navy in 1993 and unlike me, a prior CTR, he has been a part of the supply family for over 28 years. He was a postal clerk until 2009 when they merged and he then became a logistics specialist. He has an extensive background in the logistics and supply career fields having served in the Pacific, European, and Middle Eastern theaters. He has deployed to various locations in support of Operation DESERT SHIELD, Operations IRAQI and ENDURING FREEDOM, and BMD operations in the Mediterranean Sea, Black, and Baltics. He is ready and more than capable to lead as your CMC.

CMC Schlosser will be accompanied on this assignment to beautiful central Pennsylvania by his wife Gosia, son Nicholas (21), and daughter Monika (15). Mark met his wife in Rome, Italy during his tour at the Fleet Mail Center in Rome. They have been married for 24 years and she is an early childhood educator by trade, specializing in special needs education. She is a foreign born spouse, from Poland, who has supported both Ombudsman and Family Readiness Group programs at multiple previous commands. Schlosser's son just graduated from Olympic College with his Associates degree and he intends on transferring to Penn State to pursue a Mechanical Engineering degree. His daughter is a freshman in High School and is active on both the swimming and volleyball teams.

Welcome, Mark and family back to the NAVSUP family, this time as their Command Master Chief. I wish you and your family the greatest tour ever with a team that I know will have your back, devoted to mission accomplishment and the genuine care for our warfighters!

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

Summer 2022

**Rear Adm. Peter G. Stamatopoulos,
SC, USN
Commander**

**Naval Supply Systems Command
and Chief of Supply Corps**

Kurt Wendelken

**Vice Commander
Naval Supply Systems Command**

**Capt. Mark C. Rice, SC, USN
Chief of Staff**

Naval Supply Systems Command

CMDCM (SW/NAC)

Shannon Howe, USN

**Command Master Chief
Naval Supply Systems Command**

The Navy Supply Corps Newsletter (ISSN 0360-716X) is published quarterly by the Naval Supply Systems Command, Code NOCC, 5450 Carlisle Pike Suite 309-112, Mechanicsburg, PA 17050-2411. Contents will under no circumstances be construed as altering or superseding official instructions or as endorsing a company service product or enterprise. Periodicals postage paid at Mechanicsburg, Pa., and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Use of funds for printing of this publication have been approved by the Navy Publication and Printing Policy Committee.

Editorial Office: Send mail to Navy Supply Corps Newsletter, Naval Supply Systems Command, 5450 Carlisle Pike, Mechanicsburg, PA 17050-2411. Material may be reprinted if proper credit is given.

Distribution: Navy Supply Corps Newsletter is distributed to official Navy shore commands and ships. Requests to be added to the distribution and changes of address for all except those holding subscriptions should be directed to the Office of Corporate Communications, Naval Supply Systems Command, or by calling (717) 605-5564, or via email to scnewsletter@navy.mil. The Newsletter is also online at scnewsltr.dodlive.mil, and a .PDF version can be accessed in the eSUPPO app.

Subscriptions: For sale for \$31 (domestic)/\$43.40 (foreign) by the Superintendent of Documents, Government Publishing Office, Washington, D.C. Subscribe online at bookstore.gpo.gov and search for Navy Supply Corps or call (202) 512-1800. Address changes for subscription holders can be made by writing GPO Customer Service, P.O. Box 371954, Pittsburgh, PA 15250-7954, calling (202) 512-1806 or faxing (202) 512-2104. Postmaster: Send address changes to Navy Supply Corps Newsletter, c/o Department of the Navy, Code NOCC, Naval Supply Systems Command, 5450 Carlisle Pike Suite 309-112, Mechanicsburg, PA 17050-2411.

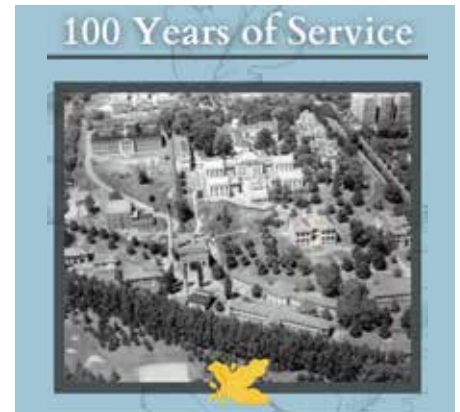
Summer | 2022

3

I DID MY BEST WORK
AS A LIEUTENANT

6

NAVY SUPPLY CORPS
SCHOOL—CELEBRATING
100 YEARS OF TRAINING
EXCELLENCE

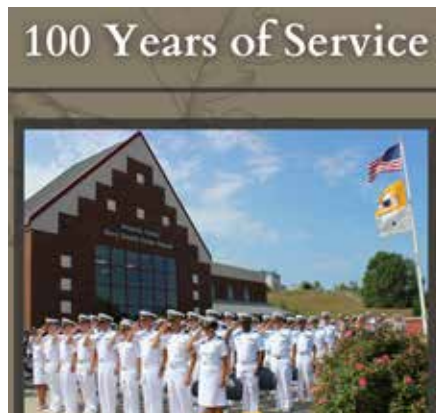


3

6

22

THE NEXT 100 YEARS—
TRAINING NAVY SUPPLY
CORPS OFFICERS
OF THE FUTURE



22

28

28

USS HARRY. S. TRUMAN
(CVN 75) LEADS THE WAY IN
STRENGTHENING AMERICA'S
NATO PARTNERSHIPS



37

37

NEXCOM SUPPLIES
UNIFORMS TO NAVY'S
MATERNITY PILOT
PROGRAM PARTICIPANTS

27

OBITUARIES

27

RETIREMENTS

35

AROUND THE SCHOOLHOUSE

36

AROUND NAVSUP

*Front cover: Navy Supply Corps Museum,
Athens, Georgia. —photo courtesy of the
United States Navy*

Editorial Staff

RICHARD SPIEGEL
Publisher

MATTHEW MORRISON
RUSSELL STEWART
Editors

LEE MUNDY
Layout & Design



NAVSUP's booth at the 2022 Sea Air Space Expo. —photo by Ted Nichols

NAVSUP Features Navy Clothing Innovations and Data Analytics at 2022 Sea Air Space Expo

By Matt Morrison

NAVSUP PUBLIC AFFAIRS

Innovative clothing design by Navy Clothing Textile and Research Facility (NCTRF) and pioneering data analytics that shape how Naval Supply Systems Command (NAVSUP) champions analytics to improve the NAVSUP Enterprise and provide world-class supplies and services to the fleet were showcased during this year's Sea Air Space Exposition in National Harbor, Maryland.

Featured in the booth were examples displaying state-of-the-art Navy uniforms and garments engineered to provide Sailors with clothing that performs well in the operating environment, aboard ships, and in their workspaces. Also featured in the NAVSUP booth were live demonstrations by NAVSUP's data analytics team. The team demonstrated the processes they use to deliver informed data analytics to ensure fleet readiness, increase capability, and support the Navy mission.

Multiple speaking engagements took place at the NAVSUP booth during each day of the expo. Speaking topics included how

small businesses can effectively do business with NAVSUP; Navy uniform and organizational clothing's mission, function, and capability gaps; and NAVSUP's analytic mission.

NAVSUP also demonstrated a new version of a combination oven, which is being tested now and could replace similar ovens used aboard some Navy ships.

"Sea Air Space provides a platform to exhibit the latest developments in how NAVSUP enables the supply chain, generates readiness and sustains our naval forces worldwide," said Kurt Wendelken, NAVSUP vice commander. "It also offers the opportunity to engage multiple, key stakeholders in one location and share ideas that enhance support of the Navy mission."

Wendelken and NAVSUP Executive for Strategic Initiatives Karen Fenstermacher participated in a Supply Chain Risk Roundtable. The roundtable discussion focused on the health of the weapon systems supply chain, current readiness risks that have been identified, initiatives to combat these weaknesses and where the

...continued on page 2

...continued from page 1

small business community can best support this mission. Other roundtable members included Jimmy Smith, director, Department of the Navy Small Business Programs and Clark Dumont, senior director of Global Procurement, BAE Systems. NAVSUP Small Business Director Chris Espenshade moderated the discussion.

Wendelken also participated in a Supply Chain Logistics Panel. The panel focused on lessons learned during the current supply chain crisis and deliberate what the United States has gotten right and wrong in terms of supply chain, infrastructure and labor, investment during the last decade. Panel members also discussed how to improve gaps in commercial and defense/military related supply chain processes to better support consumers and service members while adhering to the administration's "Made in America" and America's supply chain priorities. Other panel members included Maj. Gen. David Maxwell, vice director of logistics, Joint Staff, U.S. Marine Corps; Dr. Sal Mercoliano, associate professor, Campbell University; and Abby Lilly, vice president of Global Supply Chain, Lockheed Martin Rotary and Mission Systems.

Throughout the show, NAVSUP senior leadership engaged with top aviation and maritime domain industry partners in an

effort to continue NAVSUP's commitment to communicate its strategic priorities and direction with industry to drive improved supply chain performance and support to the warfighter.

Representatives from the NAVSUP Office of Small Business Programs were also in the booth sharing information on the NAVSUP mission, as well as upcoming procurement opportunities for small business industry partners. The office of small business is committed to strengthening the Navy's mission by maximizing procurement opportunities for all small business concerns. This effort supported the Secretary of the Navy's goal to identify and develop small businesses that can support the Navy/Marine Corps force for tomorrow. NAVSUP's procurement responsibilities include weapon systems spares and repair parts, Navy medical supplies and services, and commercial supplies and services that support the fleet.

Sea-Air-Space is the largest maritime exposition in the U.S. and continues as an invaluable extension of the Navy League's mission of maritime policy education and sea service support. 🌟



I did my best work as a lieutenant

By Retired Rear Adm. Daniel McKinnon Jr.

SUPPLY CORPS, U.S. NAVY

**“Sixth Fleet is on station. We are ready. But whose side are we on?”
Well, those are not quite the correct words.**



Above: Looks like a Navy Lodge to me. There is even a sign for the best beer.

In 1956, Israel invaded Egypt. France and Britain joined the next day and the Pentagon quickly sent the Sixth Fleet steaming to the coast off the Sinai Peninsula. The Suez Crisis of that summer became the Suez War of that fall. Vice Adm. “Cat” Brown aboard his flagship received a message from the Pentagon: “Situation tense; prepare for imminent hostilities.” Brown signaled back. “Am prepared for imminent hostilities, but whose side are we on?”

Then came the Sinai War or Second Arab-Israeli War for control of the Suez Canal. The question of “sides” was answered when the U.S. supported the United Nations (UN) establishment of a major international peace-keeping force, the United Nations Emergency Force (UNEF) consisting of military units from eleven nations. Think of a long blue line of men, with their blue helmets, berets, and

arm bands, strung from the UNEF base in the Gaza Strip, down across the Sinai to the Gulf of Aqaba. Peacekeepers, standing between nations at war. The United States provided two officers. Why? The UN was impressed with U.S. Naval force presence in the eastern Mediterranean and asked that our Navy become its “executive agent” in dealing with the militaries of other nations. And that dealing became logistics support. Ergo, Supply Corps officers.

So, my article in this issue of the Supply Corps Newsletter is about some of the more unusual Supply Corps officer assignments. Here are a few favorites of by-gone eras.

For decades, the U.S. Navy provided logistical support to scientific work on Antarctica in “Operation Deep Freeze.” Although much of the support came from the Seabees, we had two Supply Corps billets. One was with the Naval Support Force Antarctica (NSFA), the other as SUPPO of Navy’s Antarctic Development Squadron Six (VXE-6), with C-130 aircraft equipped with skis. The VXE-6 SUPPO had to be an adventurer, because he also had to become a parachuting lifesaver. Jumping from C130s to save lives. Think skydiving, parachute rigging, and paramedic training. Selection was cautious; physical standards high. For the NSFA SUPPO, it was helpful to be able to play guitar. He became a member of the wintering over party and good food, gedunk, and beer might not be enough to maintain morale under piles of ice and snow. Grumps not allowed.

Do you remember that when graduating from the Navy Supply Corps School you had to fill out a card that made you an agent of the U.S. Treasury? You had to select an official signature, hopefully making it small enough so that when you signed

...continued on page 4



Above: A thousand miles from the southern tip of India, and 3,000 miles from Iran, Diego Garcia has become an important military base whose nickname is the “Footprint of Freedom.” Its Naval Support Facility provides a swimming pool, if sharks in the lagoon are a concern, and the Ships Store will keep you in gedunk. I was there in 1980 when USS Emory S. Land (AS 39) arrived with over 80 female Sailors aboard. Women had only recently been allowed sea duty on support, not combat ships, and this was the longest and furthest deployment of a ship with a partly female crew. The skipper told me having professional female Sailors aboard was not the problem. The problem was Navy psychiatrists and sociologists wanting to fly out and take temperatures of the men and pulses of the women. He said his men were protective of the ladies, and ensured the Seabees kept their distance when on the beach.

...continued from page 3

inside the tiny box of a military pay record, it could be done hundreds of times a day without need for medical help. Everyone became registered. Any officer could get future disbursing duty. The chief was still the paymaster general, and it had not been long since Supply Corps officers were members of the Pay Corps.

Those days are gone, but not the memories. In the fall of 1956 when lining up for orders, we were told that the worst set we could get was as disbursing officer (DO) of an aircraft carrier. I received orders as DO of an aircraft carrier. Five years later, I received orders as a DO with the American Embassy in Rome. We used to have DO assignments at embassies in Tokyo, New Delhi, Cairo, and Rome. We were bag men. Duties were classified, and no telling who we wrote checks to, or perhaps received our late-night sacks of cash. Someone had to do it. (I never made it. The assignments were eliminated. I wound up in Naples in my first purchasing job, heading an office supporting the Sixth Fleet.)

If you like jobs in far-away places, think about an assignment that comes with a seaside villa. For us Asiatics, there was a day when the China Fleet Club in Hong Kong was a home away from home. It belonged to the Royal Navy (RN), there was a club and rooms for drunken sailors, but three floors were leased to the U.S. Navy. The famous Wan Chai night-life district was nearby. Long gone are the “Gipao,” the tight slit skirts of elegant Chinese ladies who caught the eye, and sometimes the heart, of Sailors. Resident was a Supply Corps

officer in charge of Navy Purchasing Department Hong Kong, and three floors of one of the most fabulous Navy Exchanges in the world. They were all vendors, where anything exotic could be bought, from jade grapes, carved ivories, and Chinese carpets, to a tailored Hong Kong suit and a closetful of shirts. Nearby was Fenwick Pier, where the “Serviceman Guides Association” had, since 1953 and the Korean War, maintained a fleet landing helping military sailors from around the world go ashore on liberty. Provided were foreign currency exchange facilities, lockers, and phone booths to call home. But the most exotic deal was the quarters that the OIC and his family enjoyed. It was a seaside villa on Victoria Island, a residence “contributed” for use of the Navy Supply Corps officer in charge. He was the beneficiary of a wealthy Chinese gentleman from mainland China who was grateful to have the U.S. Navy nearby a country that had been with us in war, but turned against us in peace. Alas, all that ended in 1973, when the villa was sold. I am sure many who read this will remember Hong Kong Mary who would perform ship side-cleaning in exchange for garbage and rubbish, or maybe Brit Expat George Lucas, who from his exotic junk, could help out with anything. In 1990, the Brits decided to sell the building and land. I offered to buy the China Fleet Club for the Navy Lodge Program. I can still hear its owners, the Royal Navy Stores and Transportation Service, laughing as they added millions of pounds to the RN welfare fund.

In 1971, as head of the Sea and Overseas Branch in the office of personnel, a rugged looking Seabee showed up at my desk. He told me about a classified mission that needed a macho Supply Corps officer. It was called "Reindeer Station," and was on the other side of the planet. A few days later, a young officer came in to talk about his future. He had a beard. I did not. He looked rugged. Soon the first SUPPO was on his way to Diego Garcia, an island in the middle of nowhere. A British protectorate, the natives had been moved, and under construction was a remote base below South Asia in the Indian Ocean, one that has provided a unique logistics and surveillance presence to most of the world's trouble spots for over the past 40 years.

A thousand miles from the southern tip of India, and 3,000 miles from Iran, Diego Garcia has become an important military base whose nickname is the "Footprint of Freedom." Its Naval Support Facility provides a swimming pool, if sharks in the lagoon are a concern, and the Ships Store will keep you in gedunk. I was there in 1980 when USS Emory S. Land (AS 39) arrived with over 80 female Sailors aboard. Women had only recently been allowed sea duty on support, not combat ships, and this was the longest

and furthest deployment of a ship with a partly female crew. The skipper told me having professional female Sailors aboard was not the problem. The problem was Navy psychiatrists and sociologists wanting to fly out and take temperatures of the men and pulses of the women. He said his men were protective of the ladies, and ensured the Seabees kept their distance when on the beach.

In that part of the world, and since World War II, when the British leave, we arrive. In 1968, a Supply Corps lieutenant, what we used to call a "purchase puke," arrived in Singapore. His job, go aboard visiting U.S. Navy ships arriving on R&R from Vietnam, and with an Engineering Duty Officer, draft work packages, and contract with Sembawang Shipyard, a former RN yard going commercial, and

help decide if the U.S. Navy could get quality work, even battle damage repair. We could. The British left three years later. In 1990, as NAVSUP Commander, I established a Navy Regional Contracting Center like the one in Naples. Unlike the Navy presence in Subic and Yokosuka, it was not a base. It was a business office; Americans coming to spend money in Asia. With a Supply Corps captain as skipper and its own flagpole, it was the first American command in Singapore since WWII. When our Navy's largest overseas base at Subic Bay in the Philippines closed in 1992, Navy commands and offices moved seamlessly, and quietly, across the South China Sea to an island nation that straddles the trade routes of Asia, if not the world.

...continued on page 6

Below: Reconnaissance vehicles used in the desert were a challenge. The Communist Yugoslav People's Army, which had the most remote area of Sinai to patrol, used WW II surplus Willys Jeeps. Other's nations used the Willys-Overland CJ-3B and the American military M38. They needed a standard reconnaissance vehicle. In 1963, the UNEF Commander, Lt. Gen. P. S. Gyani, the senior Artillery Officer in the Indian Army, and second UNEF Commander, visited the U.S. Army 8th Logistical Command at Camp Darby in Italy. The USN/UNEF Liaison Officer met with him and his staff for a demonstration of the new U.S. Army M-151 jeep being introduced to Army units in Europe. Gen. Gyani became convinced that was the vehicle for UNEF and the Sinai desert. I made a sale.



...continued from page 5

In 1990, I was invited to Kuwait as guest of their Ministry of Defense. Our Navy would be providing their armed forces with its new F/A-18 aircraft. NAVSUP had an office with a single officer, a lieutenant commander, to help manage the program. He was only one of two U.S. Navy officers in country. When I asked my hosts why they were buying our aircraft, the answer with a wry smile was, "because Kuwait is only the size of an aircraft carrier." A year later Iraq invaded. Desert Shield and Desert Storm began, and thirty years of Gulf Wars began.

I retired the next summer, and have often wondered what happened to that remarkable officer. Before Navy, he had been Army; maybe a Ranger. He was a known road rally driver in the deserts of Kuwait and Arabia. His family was sent home. He stayed behind. I began to hear tales. How he helped update ancient maps of terrain known well to him, but not to military map makers. How with dark eyes and hair and complete knowledge of Kuwait and the northern Saudi peninsula, he could move comfortably in any attire where others could not. To this day, I wonder if there is a story that can now be told. Just another example of a young Supply Corps officer doing unusual and exciting things in faraway places, because he once attended a school that drilled down on the importance of succeeding when assigned duties are independent.

We were taught that at sea, you are on your own. With skilled knowledge in a mental sea bag, and a moral ship's compass as your guide, doing right is straight ahead. I used to tell junior officers that I did my best work as a lieutenant.

Back to the vast, arid, mountainous and sparsely populated Sinai. The 6,000 men of UNEF were home based in Gaza, but units patrolled a ten-kilometer-wide demilitarized zone (DMZ) between Egypt and Israel, on the Egyptian side of the border. Some areas in the zone had become green because the Bedouin were prevented from grazing their flocks between nations who were being prevented from returning to war. The UNEF peacekeepers kept the uniforms

of their host nations, but they wore blue berets and helmets with UNEF emblazoned across the front. Across the desert would be small outposts with two guards. When approached, one would turn toward Israel and the other toward Egypt. They would salute. Blue and white painted 55-gallon empty oil barrels marked their location as well as the DMZ. Like Cat Brown, they were not taking sides. On vehicle patrol, it was all about bouncing across the desert in U.S. Army M-151 jeeps, painted white, with a blue "UN" on the hood. A Canadian unit, the 8th Canadian Hussars (Princess Louise's), patrolled the DMZ, as well as performed maintenance at their base camp at Rafah in the Gaza Strip. Since several of the participating nations used U.S. Army equipment, the U.S. provided supply support. A Supply Corps lieutenant took UN purchased orders, created new MILSTRIP requisitions, and entered them into the long-gone U.S. Army Communications Zone logistics system in Europe that came out of WWII. He entered their injured peacekeepers into American military hospitals in Europe, sold equipment, repair parts, and ammunition, and talked the UNEF commander into buying the new American M-151 jeep. Since U.S. military were not allowed to travel to the Gaza Strip, the Supply Corps lieutenant traveled as a UN civilian on a "laissez-passer." When traveling by jeep along the DMZ and across the Sinai, I traveled in Canadian uniform as an honorary Hussar.

For over three decades of war, the Supply Corps has been throughout the Middle East. Reserve officers served as never before. Young officers did amazing things. It was proven that women were as good as men. So many lessons learned. So many stories. If you enjoy my stories, then write your own. For the Oakleaf. For the Supply Corps Newsletter.

Be well. Stay safe. -Dan McKinnon 🌞

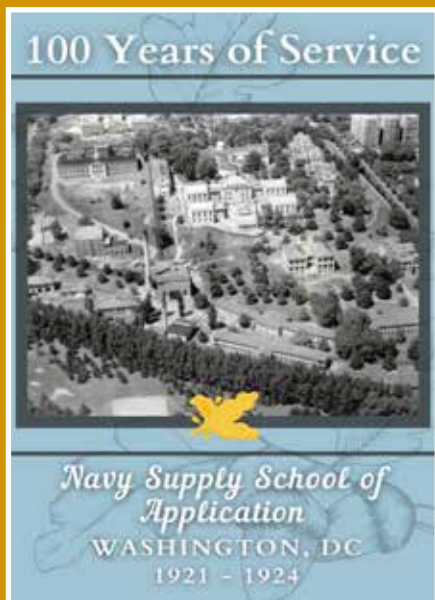
(If you wish to relate and/or share experiences with Retired Rear Adm. McKinnon, contact the editor at NAVSUP_HQ_Questions@navy.mil and your message will be delivered.)

Navy Supply Corps School—Celebrating 100 Years of Training Excellence

By Jessica Wharton

PUBLIC AFFAIRS,
NAVY SUPPLY CORPS SCHOOL

The Navy Supply Corps School (NSCS) recently celebrated its 100th anniversary; taking a look back to where it all started and where we are today. Although schoolhouse locations have changed and curriculum has been updated, the vision of NSCS remains the same, to ensure all Supply Corps officer graduates are prepared to provide global logistics support to the Navy and the Joint warfighter. NSCS does this through a tradition of attracting and training the finest military and civilian staff, as well as ensuring that all curriculum is driven by fleet requirements and feedback in order to best support the warfighter. NSCS also created a time capsule to commemorate this 100-year anniversary, it is housed in the display cases that adorn the halls of NSCS and continue to tell the story of our history and heritage. Throughout this edition you will find information on all six locations of NSCS from Washington, D.C. to Newport, Rhode Island, our current home for the last 10 years and counting. We hope you enjoy!



Navy Supply Corps School— Course in the Spotlight: Disbursing Management

By Navy Supply Corps School Staff
and Jessica Wharton

PUBLIC AFFAIRS, NAVY SUPPLY CORPS SCHOOL

The Navy Supply Corps School (NSCS) offers a wide range of training for the Supply Corps community to enhance warfighting readiness. NSCS' mission is to develop professional supply officers and logisticians ready to lead, fight, and win in the maritime domain. As such, newly commissioned Supply Corps officers from the U.S. Naval Academy, Officer Candidate School and Naval Reserve Officers Training Corps, as well as limited duty officers or officers re-designated into the community, attend initial training preparing them for fleet service.

The Basic Qualification Course is a six-month, resident course encompassing Food Service, Supply Management, Leadership and Management, Retail Operations, Disbursing Management and the Division Officer Leadership Course. NSCS has a staff of both experienced civilian and military instructors fresh from the fleet instructing students in best practices, readiness, lessons learned and critical thinking encompassing a learning mindset.

One area of study experiencing significant change over the years is Disbursing Management and the implementation of Navy Cash. Aircraft carriers, for example, use to go to sea with around 13 million dollars of cash on hand; Navy Cash reduced that amount to approximately three million dollars. The purpose of Navy Cash was realized—a reduction of the amount of cash on hand—while also giving Sailors a convenient, cashless way to access their funds.

NSCS' Navy Cash lab is equipped with 30 workstations providing students with hands-on experience. The interface is an exact replica of what students will experience on their respective ships. This not only includes the computer systems, but the ATMs,



Left: Andre Grisham has encountered nearly every situation related to Fleet Disbursing operations. When COVID-19 severely impacted one unit's operation - leaving the disbursing officer incapacitated—Grisham quickly provided a wealth of knowledge, experience, and support to a SUPPO in need. He is a prime example that relationships extend beyond the classroom walls.
—photo by Jessica Wharton

Bluebird devices, and Verifone card readers essential in supporting a healthy Navy Cash vessel. NSCS has the capabilities to mimic several functions that disbursing officers will face during their first few weeks onboard, such as performing transactions and various operating procedures.

NSCS' civilian Disbursing Management Instructor, Andre Grisham, has over four decades with the Navy, both in uniform and as a civilian, and has seen the changes firsthand. "NSCS is where young officers learn the difference between responsibility and accountability. When I began my career in 1980, there were no automated systems to assist you; Supply Corps officers today have an array of these aids. However, it is still important that they possess the ability to exercise critical thinking," states Grisham. Leveraging the knowledge of both cash on-hand and Navy Cash allows NSCS instructors to prepare students for anything, such as technology interruptions, while remaining mission ready.

...continued on page 8

...continued from page 7

NSCS Academic Director, Lt. Cmdr. Vince Linley, states, “NSCS takes a ‘Get Real, Get Better’ mindset to curriculum, reaching out to stakeholders to continually improve the process and the curricula before it becomes outdated. By hand selecting officers, along with our civilian instructors we assure that all junior officers develop a ‘learn-it-all’ attitude and continue to ask questions that challenge the status quo.”

According to Grisham, “NSCS’ role often reaches beyond the classroom and into the fleet. Recent graduates will often call or email with questions or for re-assurance that they are on the right track. Most recently, a former student had been placed on a carrier that had not been through a disbursing audit in quite some time (COVID or operational needs may have played a role in this delay). I provided her with an inspection checklist, as well as other pertinent information and a few weeks later the ship received an audit, and her disbursing office received a grade of outstanding!” It is actions such as these and the will to “Do Better, Be Better” that will continually improve the fleet’s readiness to lead, fight and win in the maritime domain. 🌟



Above: Lt. Alyssa Viscomi gives Rear Adm. Dion English a tour of NSCS’ Navy Cash Lab. –photo by Jessica Wharton

NAVSUP WSS celebrated the 227th Supply Corps Birthday in May at The Union League of Philadelphia.





Students in the mock galley at NSCS learn about the importance of balanced meals, sanitation and customer service. –photo by Jessica Wharton

Navy Supply Corps School: Basic Qualification Course

By Navy Supply Corps School Instructors

Food Service (FS):

The Food Service Management course is an in-depth study of the Supply System encompassing the major areas of food service: sanitation, customer service, subsistence management, inventory management, financial management, and ethics. Using practice sets and exams, students learn to complete and post all forms and returns in each functional area. Students also learn to audit, trouble shoot, and correct problem areas regularly identified in the fleet. To better build critical reasoning skills and application of fleet lessons learned, the FS curriculum emphasizes practical exercises, flipped classrooms, and lessons from various fleet-support entities and training commands. To increase curriculum diversity and cater to different learning styles, the use of fleet scenario case studies allows students the forum to discuss how curriculum can be appropriately applied to real-life scenarios.

Supply Management:

The Supply Management course establishes a baseline for all supply officers to use throughout their careers. The course covers basics such as: how to schedule and conduct inventories for various material segments, including causative research to identify and correct discrepancies. The course details all aspects of Military Standard Requisitioning and Issue Procedures; for non-standard procurements, classes discuss the full utility of the Government Commercial Purchase Card. This leads to the Financial Accountability portion of the course, with the most recent curriculum additions are the Financial Improvement and Audit Readiness and Financial Audit Compliance Enhancement Tool. Both topics tie into the overarching concepts of ethical behavior throughout the Basic Qualification Course.

...continued on page 10

Right: Brian Mitchell, Supply Management instructor, teaching students in the Supply Management course how to properly fulfill orders.
—photo by Jessica Wharton



...continued from page 9

Leadership and Management (LM):

The Leadership & Management curriculum familiarizes junior officers with the daily administrative functions and professional knowledge necessary for success. Providing students with the basic information needed to be a successful division officer, students analyze real-world ethical and leadership challenges. Case studies allow for intellectually driven, facilitated discussions between instructor and class, compelling students to think critically towards a solution. Throughout 2021, the LM curriculum underwent a Formal Course Review (FCR) that successfully identified training gaps and outdated curriculum. This FCR implemented relevant content to include: Warrior Toughness, ethical dilemmas, and effective military writing.

“The Basic Qualification Course (BQC) is a highly effective training program for prospective supply officers. Their integration of hands-on practical’s, along with publications to back them up is helpful in understanding job duties. I was a little apprehensive coming into the program because I truly didn’t know much about logistics operations throughout the Navy; after realizing that I was being guided by some of the best supply officers in the fleet, my worries were quickly put to rest. The environment created by the instructors at BQC encourages students to ask questions, and instructors were always happy to help or stay late if need be.” –Ens. Blake R. Schearer, FSO, USS New York (LPD 21)

Retail Operations (RO):

Retail Operations teaches students the intricacies of customer service and how to operate a retail and service outlet. RO uses a hands on learning approach to engage students. Utilizing the Ships Store and storeroom mock ups allow for inventory and universal product code training and validation. Employing the Retail Operations Management 3 Program, students are able to conduct inventories, initiate breakouts, do surveys, and perform an end of month closeout before entering the fleet. The newest addition to the curriculum is the Navy Exchange (NEX) visit; students receive a guided tour to learn the concepts of visual displays and branding elements. Additionally, students walk the storage and receiving areas, and are briefed on NEX support while in the fleet.

“The Basic Qualification Course (BQC) is a highly effective training program for prospective supply officers...The environment created by the instructors at BQC encourages students to ask questions, and instructors were always happy to help or stay late if need be.”
– Ens. Blake R. Schearer

Supply Officer Department Head Course (SODHC):

Supply Officer Department Head Course provides prospective afloat supply officer department heads with the training necessary to effectively manage supply operations aboard small and medium afloat ships and submarines. Focusing on established processes to improve efficiency, add value, and increase effectiveness, students leverage technology to work more efficiently in the fleet. Incorporating a holistic understanding of the supply chain allows for higher level discussions developing students into high functioning Supply Corps leaders. Curriculum covers department head duties, administrative functionality, and senior wardroom roles in an afloat organization. Technical instruction emphasizes supply management, Relational Supply (R-Supply), food service, disbursing/Navy Cash, and retail operations. Guest speakers from various fleet support activities and type commanders' present current information on fleet support initiatives.

"My time at the Basic Qualification Course was both beneficial and enjoyable; the instructors are dedicated and personable. I graduated the course with the confidence that I have the knowledge and support to make a phenomenal Supply Corps officer upon checking into my ship." – Ens. Marlayna Crooms, 2021-22 1st Battalion Alpha Company

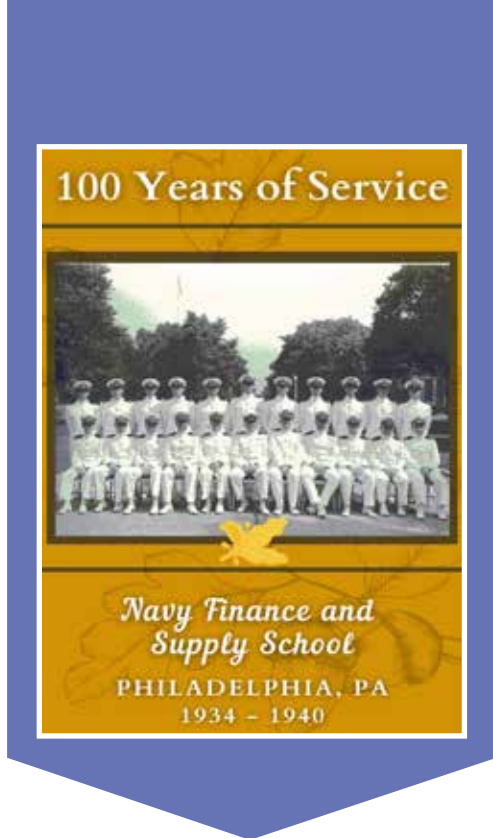
Senior Supply Officer Department Head Course (SR SODHC):

The Senior Supply Officer Department Head Course is eight days in length and is designed to prepare senior Supply Corps officers to return to sea for department head tours. Topics covered include senior officer leadership, ethics, inventory and financial management using Relational Supply, food service, retail operations, disbursing management, postal operations and hazardous material management, and off-ship bill pay and husbanding services provider processes. Guest speakers for this course include briefers from throughout the fleet (active and Reserve), including civilians. 🌟

"My time at the Basic Qualification Course was both beneficial and enjoyable; the instructors are dedicated and personable. I graduated the course with the confidence that I have the knowledge and support to make a phenomenal Supply Corps officer upon checking into my ship."
–Ens. Marlayna Crooms, 2021-22 1st Battalion Alpha Company



RSC Desmen Johnson, Retail Operations instructor provides a tour of the mock Ships Store at the Navy Supply Corps School to Vice Adm. William A. Brown, USN (ret.). The Chop Mart provides a place for students to conduct inventories, Universal Product Code training and to learn visual and branding aesthetics. –photo by Jessica Wharton



Cmdr. Billie Farrell, USS Constitution, speaks with staff and students at the Navy Supply Corps School for Women's History Month. —photo by Jessica Wharton



Above: Cmdr. Farrell, USS Constitution meets with members of the Navy Supply Corps Schools' Heritage Committee Members Ens. Hasan and Ens. Ray. —photo by Jessica Wharton

Cmdr. Billie Farrell, USS Constitution—Making History

By Jessica Wharton

PUBLIC AFFAIRS, NAVY SUPPLY CORPS SCHOOL

Navy Supply Corps School's heritage committee celebrated Women's History Month with special guest speaker, Cmdr. Billie Farrell, USS Constitution. Farrell, is the first woman commander of Constitution, a 224-year-old warship nicknamed "Old Ironsides" and the oldest commissioned warship in the U.S. Navy. Eighty naval officers and crew members serve aboard Constitution today, making it an active sailing ship that goes into Boston Harbor seven times a year.

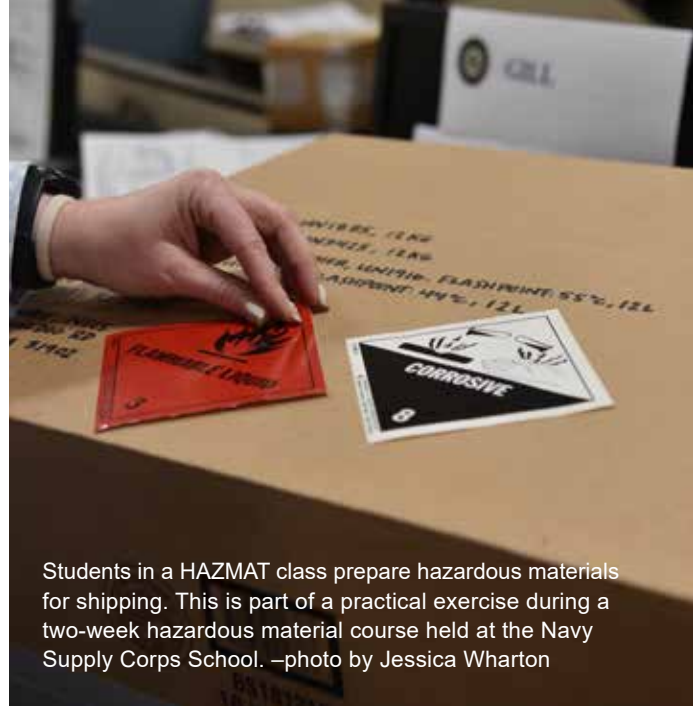
Farrell received a schoolhouse tour by Capt. Mike York and Cmdr. Monica Tate, followed by a speaking engagement with Q&A for staff and students. Farrell talked about her career path, how she knew from a young age that she wanted to join the Navy, and the importance of mentors along the way. She shared pearls of wisdom with the students, as well as fun and interesting facts about Constitution. Her love for the Navy, her crew and naval history shines through when she speaks; her enthusiasm is infectious. This was a very special day that staff and students will not soon forget! 🌟

Navy Supply Corps School HAZMAT Course

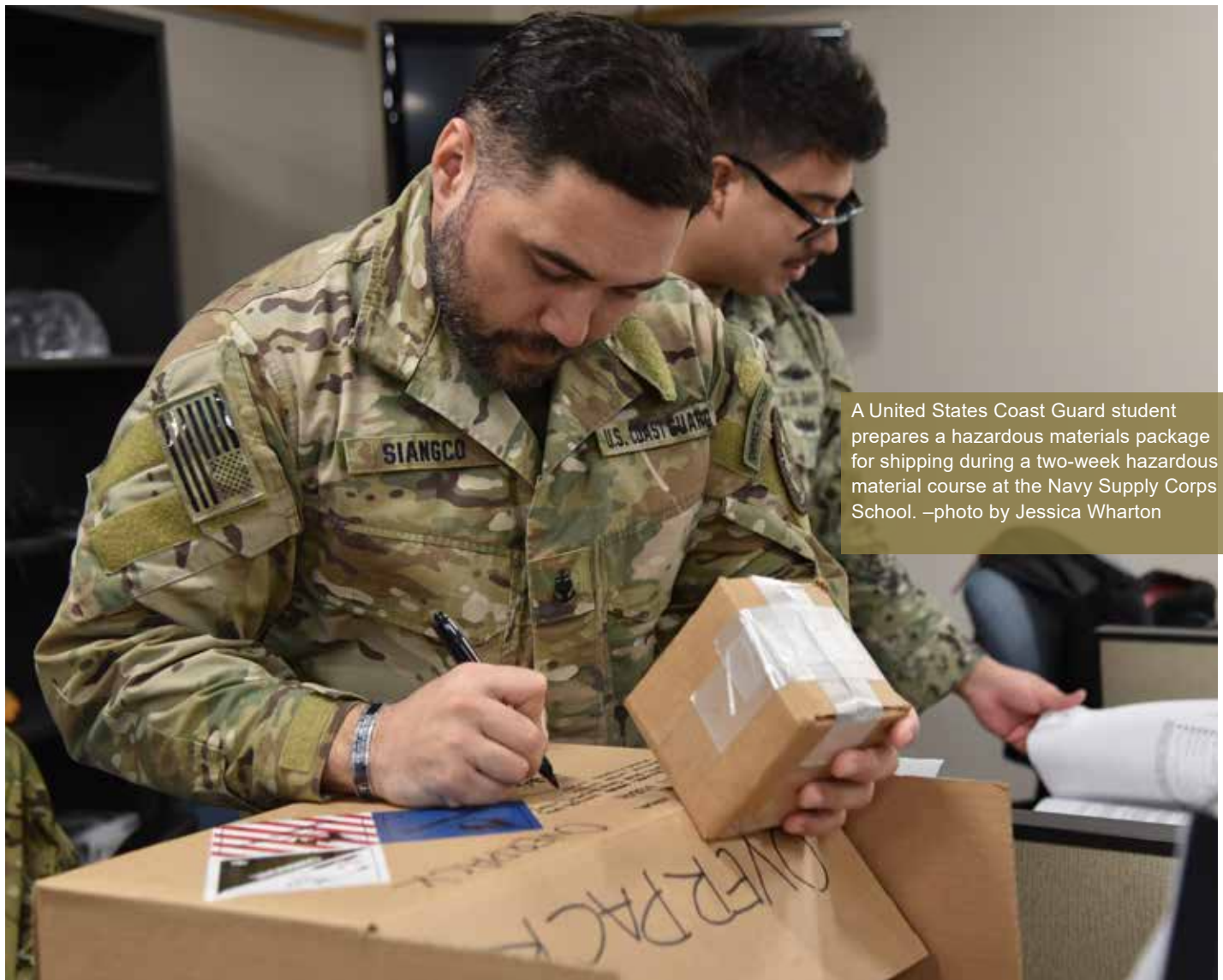
By Lt. Cmdr. Susannah Tobey

DIRECTOR RESERVE AND HAZMAT, NAVY SUPPLY CORPS SCHOOL

The Transportation of Hazardous Materials (HAZMAT) course is the only certification course of its kind in the U.S. Navy, and regularly receives enlisted students from the Army, Air Force, Marine Corps, Coast Guard as well as Department of Defense civilians and contractors. The Navy Supply Corps School hosts 26 HAZMAT classes per year and in the last three fiscal years, the instructors certified over 1,900 students despite the challenge of having to go virtual during the pandemic. Only two weeks long, students must meet very stringent requirements before being certified to handle, store, certify and transport multiple kinds of hazardous materials via land, air and sea. 🌟



Students in a HAZMAT class prepare hazardous materials for shipping. This is part of a practical exercise during a two-week hazardous material course held at the Navy Supply Corps School. —photo by Jessica Wharton



A United States Coast Guard student prepares a hazardous materials package for shipping during a two-week hazardous material course at the Navy Supply Corps School. —photo by Jessica Wharton

100th Company graduated in the 100th year of the Navy Supply Corps School in December 2021. Rear Adm. Alan Reyes was the guest speaker. –photo by Lt. Cmdr. Susannah Tobey.



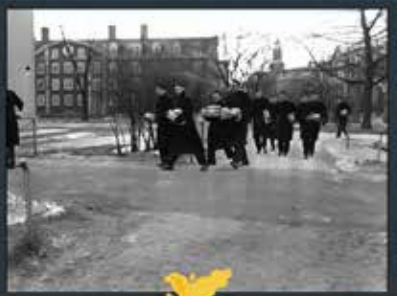
Basic Qualification Course–Navy Reserve

By Lt. Cmdr. Darcia Treadwell and Lt. Cmdr. Susannah Tobey

Having Basic Qualification Course – Navy Reserve students in the schoolhouse more often for training, is of great importance in this resource-constrained environment with peer and near-peer competitors; it is imperative to have Reserve Supply Corps officers who are ready to lead, fight and win in the maritime domain. Our entire department (to include LSC Adam Ponce and Jim Jacobs) began examining the way Reserve Supply Corps students' attendance to the Navy Supply Corps School (NSCS) was funded; Utilizing the Institute for Defense and Business principles of Understanding Strategic priorities, locating the bottlenecks, and creating simple rules the Reserve department recognized another available funding source, Active Duty for Training-Schools (ADT-Schools), which can only be used to fund school attendance; however,

it was not being utilized by the Reserve Supply Corps students in the training pipeline. We deduced that if student attendance shifted from Annual Training (AT) to ADT-Schools, and curriculum topics were reinforced outside the classroom using AT, NSCS would graduate a more ready, educated, and capable Reserve Supply Corps officer. The shift in funding gives Reservists the ability to come back to NSCS multiple times throughout the fiscal year for training, while freeing up their regular AT funding for their command operational missions, allowing for even greater hands-on training. The result of the team's deliberate actions was a realization of an additional \$280,000 per fiscal year contributed to increased readiness among the Reserve Supply Corps Community. 🌟

100 Years of Service



Navy Supply Corps School
CAMBRIDGE, MA
1940 - 1946

International and Executive Education

By Blake Fountain

INTERNATIONAL DIRECTOR

Dan North

INTERNATIONAL TRAINING SPECIALIST

Gary Evans

PROGRAM ASSISTANT

Throughout naval history, logistics and international partnerships served decisive roles in our success as a service and a nation. Those conventions continue to develop at the Navy Supply Corps School's (NSCS) International and Executive Education Department. Each year NSCS educates and supports on average 75 International Military Students (IMS) representing 25 partner nations. From the Supply Officer Basic Qualification Course and Department Head Course, to the focused courses of HAZMAT, Joint Aviation Supply and Maintenance Material Management, and Introduction to Expeditionary Logistics, international students fully integrate with U.S. students completing the same curricula and participating in social events. NSCS' International Department mission is to provide greater understanding of DoD logistics and to strengthen strategic partnerships. This is evident in two courses designed solely for international students: the International Officer Supply Course (IOSCO) and International Logistics Executive Advanced Development (ILEAD) courses.

...continued on page 16

ILEAD 22 students during the field study portion of their seven-week course make a stop at the National Museum of the United States Navy. —photo by Gary Evans



...continued from page 15

IOSCO is a nine-week course offered twice a year and is available to international officers in the grades of O1 to O4. The first six weeks familiarize students with the organizational structure of the U.S. Government, Navy, NAVSUP, Defense Logistics Agency (DLA), and the relationship to the Foreign Military Sales (FMS) process. Students receive an in-depth look at all aspects of the Security Cooperation Information Portal and

“Attending NSCS was one of the best decisions I have made, the international program provided me the tools necessary to improve the efficiency of FMS case management through a greater understanding of the United States Navy logistic structure as well as, laws and regulations...”, said Capt. Thaweessin Kongprasert

other IT tools for customer support. Instruction mirrors training provided to U.S. DoD civilian and military personnel working in the supply and maintenance communities. Immediately following classroom instruction is a three-week Field Study Program (FSP) where students visit various DoD organizations to experience firsthand how the naval supply system operates and supports their particular FMS cases. Students meet security cooperation and FMS system experts, discussing best practices and solutions to existing roadblocks and common challenges.

ILEAD is a seven-week course available to grades O5 and above, providing senior international officers enhanced understanding of current leadership and management challenges faced by logistics leaders. The course includes the two-week Advanced Management Program (AMP). During AMP, international students work side-by-side with U.S. partners as they develop the tools necessary to formulate and implement strategy, develop and manage networks of

people, and incorporate experiences into a broadened policy-level perspective. As with IOSCO, ILEAD conducts a three-week FSP visiting DoD organizations across the East Coast and visiting significant historic sites in Washington D.C., Philadelphia, Boston, Gettysburg, Baltimore, and New York City. Students not only receive firsthand experience with the logistics enterprise, they also develop relationships with other foreign partners. Through shared experiences – first snowfall during a Newport winter – to shared homemade, authentic cuisine, students experience partner nations’ cultures and values. These experiences enable greater understanding of the challenges faced by not only the U.S. logistics enterprise, but also the challenges faced by other countries, and how we, as partners, can collectively overcome those challenges.

ILEAD 2022 convened from January-March, and consisted of nine IMS from seven partner nations including Chile, Colombia, Pakistan, Thailand, Taiwan, Jordan, and Indonesia, all with varied military experiences to include Army, Navy, and Air Force. From day one, they asked thoughtful and provoking questions, and shared their frustrations and successes, aiming to increase logistics knowledge and develop relationships with their U.S. partners and fellow classmates.

“Attending NSCS was one of the best decisions I have made, the international program provided me the tools necessary to improve the efficiency of FMS case management through a greater understanding of the United States Navy logistic structure as well as, laws and regulations. Most importantly ILEAD introduced me to the FMS global community,” said Capt. Thaweessin Kongprasert, deputy Head of Staff, supply department Royal Thai navy, IOSCO (2006), ILEAD (2022).

COVID impacted international education and training with the cancellation of ILEAD 2020, forcing early departure merely a week into the course. Since resuming in-person instruction in May 2021, NSCS international students traveled over 6,000 miles visiting and receiving briefs from the following organizations: NAVSUP; NAVSUP Weapons Systems Support; DLA

Headquarters; Defense Security Cooperation Agency; Navy International Programs Office; Naval Sea Systems Command PMS 326 International Fleet Program Support; DLA Distribution Norfolk; NAVSUP Fleet Logistics Center Norfolk; Fleet Readiness Center Mid-Atlantic; USS Harry S. Truman (CVN 75); Maritime Administration vessels Cape Washington and Denebola; U.S. Naval Academy; Navy Expeditionary Logistics Support Group; U.S. Army Heritage and Education Center; and Explosive Ordnance Disposal Expeditionary Support Unit 2.

NSCS’ International Department has supported International Military Students for nearly 70 years with over 100 nations represented. In an era of Strategic Competition, NSCS strives to build and strengthen strategic partnerships and alliances by standing alongside partner nations in defense of shared values. 🌟



NAVSUP celebrated the 227th Supply Corps Birthday in May, at The Hershey Lodge in Hershey, Pennsylvania.

Advanced Management Program

By Blake Fountain

INTERNATIONAL DIRECTOR,
NAVY SUPPLY CORPS SCHOOL

The Navy Supply Corps School's (NSCS) Advanced Management Program (AMP) is a contractor-facilitated executive management course designed to prepare middle and upper-middle level managers for current and future leadership challenges. AMP began in the early-2000s while NSCS was located in Athens, Georgia, and the course has evolved to meet the ever-changing demands of global military and business environments. The largest stakeholders include the NAVSUP military and civilian communities, the Naval Sea Systems Command (NAVSEA) Engineering Duty Officer community, Defense Logistics Agency, and senior International Military Students.

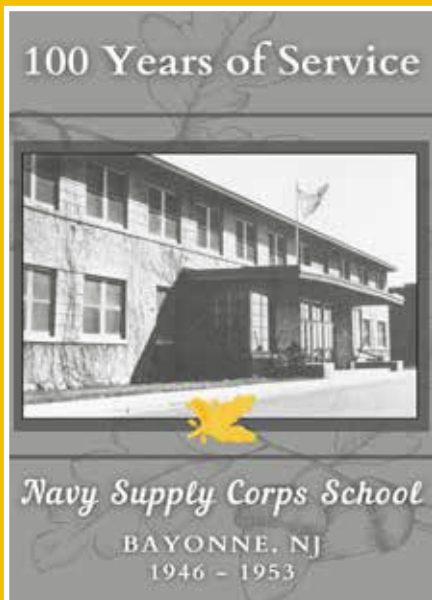
AMP is two-weeks of residence training in Newport, Rhode Island, where students analyze and enhance skills such as emotional intelligence, conflict resolution, and effective team communication through lectures, small-group discussions, and Socratic seminars. A typical course consists of 25-35 students, with evening socials and the occasional karaoke night to further enhance team building beneficial to a classroom setting.

Moving forward, NSCS expects to expand the AMP offering, bringing the course closer to major stakeholder locations in Mechanicsburg, Pennsylvania, Philadelphia, or Washington, D.C. If you are in the pay grades of O-4/O-5 or GS-12/GS-13/GS-14 and interested in attending, please contact the NSCS International and Executive Education Department at (401) 841-4868. 🌟

Below: 67 students participate in a team building experience to help them recognize problems and opportunities to improve performance. —photo by Jessica Wharton



Above: 67 students participate in a team building exercise lead by moderator Brad Withers, MBA, Problem Solving and Decision Making from 50,000 Feet. —photo by Jessica Wharton



Joint Aviation Supply and Maintenance Material Management

By Lt. Cmdr. Jeremy Neiman

Joint Aviation Supply and Maintenance Material Management (JASMMM) is a ten-day course taught by a team consisting of officer, senior enlisted and civilian instructors that have both maintenance and supply experience. The JASMMM team brings extensive experience from aviation maintenance management, maintenance administration, and supply for both the Navy and Marine Corps.

The goal of JASMMM is to improve aircraft readiness through the teamwork of maintenance and supply logisticians. JASMMM is the only course that provides instruction to Navy Supply Corps officers and their teams in the technical, supervisory, and management skill-sets needed in aviation support procedures. The integration of these skills creates the critical link between maintenance and supply personnel for optimum weapon systems support, and arms students with the tools needed to meet type commanders' readiness requirements in support of Naval Sustainment Systems – Supply. Readiness is the ultimate objective, and this course emphasizes “truth in reporting” and seeks to make students understand the importance of collaboration and transparency between the Naval Aviation Enterprise and supply community in meeting this objective.

In addition, the JASMMM office teaches a one-day (CO JASMMM) course to prospective Aviation Commanding Officers (O5) in Pensacola, Florida as part of Aviation Command Officer Training Course. It seeks to emphasize effective communication between squadrons and their supporting supply department, as well as effective use of the TRIAD while deployed (Carrier Air Group Maintenance Officer, Aircraft Intermediate Maintenance Department Officer, and ships supply officer). The Navy Supply Corps School has discovered a pertinent venue within JASMMM and CO JASMMM, to bridge the gap between the aviation community and the supply community, as well as the role maintainers and operators have in the broader sustainment system. 🌟





Above: JASMMM class instructors with Navy Supply Corps School commanding officer and executive officer. From left to right: Capt. Mike York, Cdr. Monica Tate, Logistics Specialist Chief Carla Palad, Lcdr. Jeremy Neiman, AZC J.D. Pena, and Scott Frost. –photo by Jessica Wharton

Left: JASMMM Mobile Training Team member, AZC J.D. Pena teaches a class in Norfolk, Virginia. –photo by Logistics Specialist Chief Carla Palad



Ready For Sea!

By Jessica Wharton

PUBLIC AFFAIRS, NAVY SUPPLY CORPS SCHOOL

A major milestone in the Basic Qualification Course, as any Supply Corps officer will tell you, is graduation day (next only to orders reading). The Navy Supply Corps School (NSCS) has four graduations a year, and are very fortunate to have some of the best guest speakers around. First Battalion graduated on April 1st with friends and family in attendance, along with guest speaker Senator Gary Peters from Michigan. Peters is a former lieutenant commander in the U.S. Navy Supply Corps Reserve, and credits lessons learned during his time in the Reserves with guiding his work today.

While in Newport, Rhode Island, Peters was celebrated as the 60th Navy Supply Corps Foundation Distinguished Alumnus in a ceremony held in Newport. The Navy Supply Corps Foundation Distinguished Alumni Program recognizes individual Supply Corps officers who have distinguished themselves after their naval career "by obtaining significant success in the public or private sector and who credit their Supply Corps experience as a basic foundation of further professional achievements."

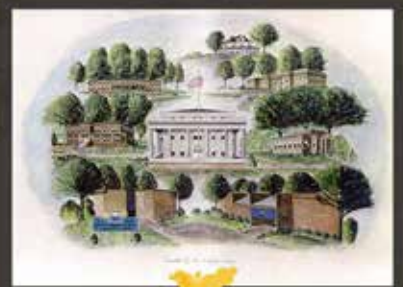
NSCS thanks Senator Peters for taking time out of his busy schedule to impart his wisdom, experience and knowledge with the fleet's newest Supply Corps officers. NSCS is excited to hear about all of our graduates successes in the fleet. Graduates, you are now... READY FOR SEA! 🌟

Below: Senator Gary Peters arrives for 1st Battalion's graduation on April 1, 2022, in Newport, Rhode Island. —photo by Jessica Wharton.



Capt. Mike York and Senator Gary Peters present CWO3 Veronica Payne with her graduation certificate from the Basic Qualification Course on April 1, 2022 in Newport, Rhode Island. —photo by Jessica Wharton.

100 Years of Service



Navy Supply Corps School
ATHENS, GA
1954 - 2010

Navigating COVID

By Lt. Cmdr. Peter Jacques, Lt. Matt Giannone,
and Jessica Wharton

PUBLIC AFFAIRS, NAVY SUPPLY CORPS SCHOOL

When the COVID-19 pandemic emerged in March of 2020, the Navy was forced to quickly adapt so that it could continue its mission, to protect America at sea; the Navy Supply Corps School (NSCS) was no different. The training conducted at NSCS is critical in preparing Supply Corps officers with the tools needed to lead, fight, and win in the maritime domain. The pandemic presented a unique set of challenges when it came to the risk and benefits associated with gathering for in-person instruction, ultimately NSCS had to make some training decisions, and be able to do it quickly and efficiently. As the coronavirus spread across the country, NSCS responded with unprecedented speed and mobilization of distance learning resources. Through the ingenuity of Lt. Danica Johnson, Jim Jacobs, and Lt. Cmdr. Rob Allen, to name just a few, NSCS successfully shifted, in less than a week's time, all resident courses, over 100 students, to a virtual model using DoD Learn and teleconferencing. NSCS also shifted staff to a telework schedule, limiting the number of personnel in the building.

The command quickly became aware of the need to have a point person on staff to stay abreast of all COVID-19 statistics, directives and health protection measures as the nation navigated the pandemic. Lt. Matthew Giannone was tasked as the COVID-19 action officer with the goal of keeping the commanding officer and executive officer up to date on all force health protection measures. Like many others in the United States, NSCS staff and students were thrust from the traditional comforts of a standard work environment, to their living rooms and kitchen tables,

which now served as make-shift offices. Despite changing from a traditional training environment to a virtual, NSCS was able to maintain training excellence without compromising social distancing or force health protection standards. The team pressed forward with the mission of ensuring that NSCS supported the accession "supply chain" and provided the fleet with "Ready for Sea" officers.

As 2020 turned to 2021 and the pandemic drug on, people began learning to live with the virus. During this time NSCS not only navigated the intricacies of protecting staff and students, but also managed a small but quaint change of command ceremony, a 'drive by' graduation ceremony, and virtual esprit-de-corps, fitness tips, and guest speakers. As time went on, NSCS was again presented with a challenge. How do we safely bring students back into the building?

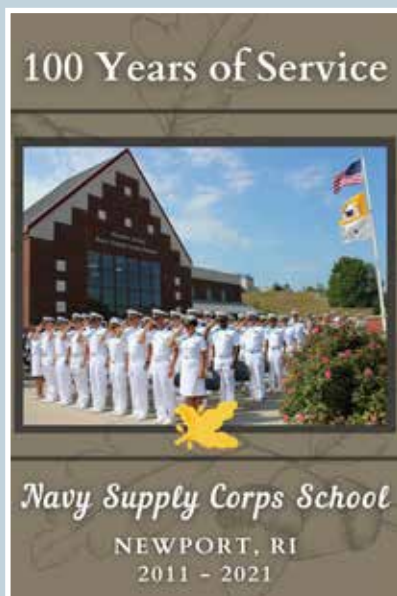
The schoolhouse quickly adopted a hybrid work schedule that allowed both virtual and in person instruction, while keeping the number of people in the building manageable and safe. This hybrid model proved successful and amounted to zero students or staff testing positive for COVID-19. After this success, the next step became returning to full in-person instruction, and that was done in July of 2021. With the return to 100% in-person training, NSCS developed and implemented a tiered approach to force health protection

contingencies, allowing for maximum flexibility based on ever changing conditions. Pulling in the reliance of testing, isolating if positive, mask wearing in the schoolhouse and remote learning when necessary to prevent spread and transmission.

When the COVID-19 vaccine became available to service members, NSCS was one of the first commands to become fully vaccinated due to prior coordination and an excellent working relationship with Naval Health Clinic New England. Over the course of two years, and eight batallions NSCS staff executed the CO's #1 priority through the creation of 10 temporary standing orders, over 75 COVID updates, and the arrangement of 75 COVID-19 tests for students and staff members. With the emergence of the Delta & Omicron variants, NSCS has been able to continue 100% in person training due to the constant and consistent efforts put forth by schoolhouse leadership and staff. The pandemic has proven that NSCS has an elite team, who are committed to supplying the fleet with supply officers who are not only "Ready for Sea", but are also ready to lead, fight and win in any situation. 🌟

Above: Graduations eventually moved back indoors with force health protection measures in place and no in-person guests in attendance. —photo by Jessica Wharton





The Next 100 Years—Training Navy Supply Corps Officers of the Future

By Capt. Mike York

COMMANDING OFFICER,
NAVY SUPPLY CORPS SCHOOL

It wasn't until I took command of the Navy Supply Corps School (NSCS) in July 2020 that I fully appreciated the rich history of the Supply Corps and the "school house" where all Supply Corps officers begin their careers. Over the last two years, I've found myself not only captivated, but also provided with an opportunity to learn from our rich history and to look at the way forward in a new light.

With the help of Cmdr. Jim Jacobs, Supply Corps, U.S. Navy Reserve, one of our current instructors at NSCS, as well as our part-time historian, we uncovered that 2021 marked the Navy Supply Corps School's 100th anniversary. According to our records, the first Navy Supply Corps School of Application was founded on July 16, 1921 in Washington, D.C. That first Navy Supply Corps School of Application taught a four-month program focused on banking, accounting, finance, ocean and rail transportation, commercial law, shipping documents, economics, and the business cycle. In the years following World War I, the Bureau of Supplies and Accounts, a predecessor to NAVSUP, absorbed the functions of the Pay Corps and that community of officers was redesignated as Supply Corps in 1919 to reflect the expanded scope of responsibility. That first Supply Corps School, and the course of instruction, was created to match the new Supply Corps' unique mission in the Navy.

Over the next thirty years, variations of NSCS were opened and closed in Philadelphia; Cambridge, Massachusetts; and Bayonne, New Jersey before NSCS was officially commissioned in Athens, Georgia on January 15, 1954. It was during this

time that the current Navy Supply Corps coat of arms was adopted and the mythical destroyer, USS Duarte (DD 901) was "commissioned" to provide the framework for scenarios to teach various shipboard processes that we still use in the Basic Qualification Course (BQC) today.

In addition to the practice sets covering USS Duarte, the first BQC included instruction in first echelon inventory management, stock control, and financial management; food service operations and management; operation of a variety type retail store with complementary service activities such as barber shop, laundry, and vending machines; and shipboard disbursing and fiscal practices and automatic data processing including computer basics, fundamental programming and data systems management.

There were four types of special courses taught in the early days at NSCS Athens: a three-week Automatic Data Processing course (UNIVAC 1500); two-week Warrent Officer Indoctrination courses; two-week refresher courses for reserve officers on inactive duty; and six-week Foreign Officer Supply courses.

In the 1970s, additional short courses were added to the NSCS portfolio to keep pace with new technology and evolving supply operations at sea and ashore including a two-week Automated Supply and Accounting Systems Afloat course, a two-week Joint Aviation Supply and Maintenance Material Management (JASMMM) course, a one-week Supply Distribution Systems Ashore course focused on warehouse management and distribution networks, Navy Exchange and Commissary Store Management course, and three-week Uniform Automated Data Processing Systems-Stock Points (UADPS-SP) course.

In the 1980s, the BQC Navy Reserve course was added for Reserve Supply Corps officers offered as three phases of in resident and self-paced course work that is still in use today. In the 1990s, the BQC incorporated new business systems like Food Service Management, Retail Operations Management, and SNAP II into the curriculum and added the two-week Introduction to Expeditionary Logistics course.



Above: Electronic data processing instruction.

Here is where the real learning took place for me; the portfolio of training at NSCS Newport remains largely unchanged from what was taught in Athens, less the obsolete courses on business systems long retired. We've also done away with other courses like the Navy Exchange and Commissary Store Management course to mirror the changes in where Supply Corps officers serve. However, it struck me one day while giving a tour to a VIP guest, that the structure and content of the BQC, the only course that every Supply Corps officer must complete, is essentially the same that it was 70 years ago in Athens, complete with the same USS Duarte case study and the five basic disciplines:

Supply Management; Food Service; Retail Operations; Disbursing Management; and Leadership and Management. That consistency between generations of Supply Corps officers binds us together, but I fear our current model of training may not be keeping pace with how and where we serve as Supply Corps officers today.

As mentioned before, all new Supply Corps officers attend the BQC (or the Basic Qualification Course – Navy Reserve for new Supply Corps Reserve Officers) before their first operational assignment. But only 60-65% of all Supply Corps lieutenants attend the Supply Officer Department Head Course (SODHC) before their second operational assignment. The others go on to serve in billets that don't require SODHC, such as with SEAL Teams or in Aircraft Carriers. Moreover, less than 10% of all Supply Corps commanders return to NSCS for the Senior Supply Officer Department Head Course. Therefore, over time, NSCS plays a diminished role in the training and development of Supply Corps officers as their responsibilities in operational assignments continue to increase.

One hundred years ago, it was necessary to teach Supply Corps officers about

banking and rail transportation for them to be effective in their assigned duties. Seventy years ago, those topics were scrapped in favor of disciplines relevant to service at sea. Today, NSCS provides essentially that same structure of training, kept current to existing policies and procedures, to a diminishing proportion of our Supply Corps.

The Chief of Naval Operations Charge of Command requires us as leaders to challenge the status quo, to thoughtfully experiment, and get better every day. I believe NSCS can be a learning site for a broader portion of the Supply Corps community, both active and Reserve. In the spirit of Get Real, Get Better, I believe it is time to self-assess what

training we deliver, to whom, and when it is necessary in a Supply Corps officer's career.

To that end, NSCS is drafting a five-year vision to outline opportunities to prepare Supply Corps officers at every rank for the broad spectrum of responsibilities and assignments they may serve. We will use the three C's of the Navy Leadership Development

Framework—Competence, Character, and Connections—to guide the formulation of our plan.

For example, we are well on our way to creating a new Aviation Supply Officer Course targeted at training senior enlisted and junior Supply Corps officers to serve in Air Station and air-capable ship supply departments—Competence. Reflecting on my own experience and Naval Sustainment System – Supply focus areas, there are other competencies that we can shore up with additional training provided by NSCS, like Navy Working Capital Fund Inventory Management, and Shipyard Supply Support among others—again targeting the broader competence of our Corps. From a character standpoint, we have had an opportunity to partner with Navy Leadership and Ethics Center to co-host their Senior Leadership

Course for Supply Corps officers, it is now a mandatory course for all commanders across the Navy. While directly supporting CNO's Navy Leadership Development Framework 3.0, creating opportunities like this to attract Supply Corps officers at senior paygrades back to NSCS helps reinforce those connections between all Supply Corps officers.

Supply Corps officers serve in all types of jobs, all over the world, both afloat and ashore. In my experience, we have become too reliant on the resourcefulness of the individual to figure things out from a good turnover or pass down binder. My vision is for NSCS to be the navigational aid for all Supply Corps officers to fix their position along their career and to gain the competence and character skills needed to succeed at every level.

As I conclude my tour as the commanding officer at NSCS, I couldn't be prouder of the work this military and civilian team does every day to produce professional Supply Corps officers and logisticians ready to lead, fight and win in the maritime domain. We owe it to our Supply Corps to make sure we are doing everything we can at NSCS to maintain our asymmetric advantage while continuing to train warfighters of the future. I have high hopes and expectations for what the next 100 years holds for the Navy Supply Corps and the schoolhouse. 🌟



Above: Copies of Publications 2002.



Above: After more than 50 years instruction, graduating 22,455 Supply Corps officers, NSCS Athens held its final graduation on October 29, 2010.

The Supply Corps at the United States Naval Academy

By Lt. Cmdr. Jarred Mack

ASSISTANT SUPPLY OFFICER, UNITED STATES NAVAL ACADEMY



The United States Naval Academy (USNA) was established on October 10, 1845 under Secretary of the Navy George Bancroft. It is the second oldest service academy and is located in Annapolis, Maryland. At the center of the academy is the Supply Department which is charged with feeding, providing, and equipping the brigade of midshipmen in all aspects of their studies and life.

The Supply Corps has a storied history of service here at USNA, both of graduates and those who have served here. Throughout the four years here, each Midshipman will be supported by the Supply Department in a number of ways both seen and unseen.

As with any military command, mail is a huge aspect of quality of life. Each of the 4,500 midshipmen are assigned a personal Post Office Box through the United States Postal Service (USPS). With this number of recipients, on any given day we will receive an average of 25 pallets of mail. Duty here provides a rare opportunity for a Supply Corps officer to liaison directly with the regional Postmaster Generals of USPS, have civilian oversight and monitor contract execution. Through relentless process improvement initiatives, we have been able to maintain the evolution of this program into the 21st century and e-commerce.

With the unique structure of a college and commissioning program USNA handles pay slightly different than most Navy commands. Our independent Disbursing Office processes, executes, monitors all midshipmen pay and allowances. Alongside the Midshipmen Personnel Office, and the Naval Academy Business Services Division our office ensures the timely execution of pay actions and closely coordinated across multiple organizations. As midshipmen prepare for commissioning, our office liaisons with Navy, Marine Corps and the Defense Financial Accounting Service for seamless transition into officer life.

In order to support the mission of USNA, our finance office executes \$35 million in appropriated funds covering everything from travel, government-wide commercial purchase card purchases, Navy Stock item procurements, and contractual obligations. Through meticulous monitoring and oversight, we support 17 sub cost centers within the brigade of midshipmen including: Commandant and Staff, Chaplain Center, Intramurals, Sea Navigation, Summer Training, Armory, Sailing, Fuel, Bancroft Facilities, Band, Midshipmen Food Service Division, Small Craft Repair Division, Leadership Education and Development, Yard Patrol Overhauls, and the Midshipmen Development Center.

The Naval Academy, as with any other university or higher education institution, uses the generosity of donors (alumni and local residents) to be able to support its mission. The finance & budget division ensures the donations or gift funds use is consistent with the donor's intent and are appropriately administered and budgeted. These funds allow the academy to pay for formal hosted events, leadership conferences, symposiums, meals, hotels, and trips that are dedicated to the development of midshipmen.

The Midshipman Food Service Division (MFSD) leads the culinary mission at USNA. Serving all 4,500 midshipmen three meals a day, our main dining facility King Hall, supports family style, buffet, cafeteria, and grab-n-go operations. As a MFSD food service officer, you have the flexibility to develop menus, manage accounting division and vendor relationships. The MFSD financial officer is in charge of all solvency within the department as the operating budget is separate from the appropriated funds. This position provides the opportunity to leverage traditional shipboard financial planning and expand upon it by practicing civilian generally accepted accounting principles.

A hidden gem of the Supply Corps, the U.S. Naval Academy has unique opportunities for junior officers to gain valuable experience in specific coded billets and garner advanced leadership experience. Our Supply Department provides professional services and incredible support to the brigade of midshipmen. Complex logistics and services do not happen on their own and USNA Supply Department personnel stand ready to support the mission at all times! 🌟





Nearly 100 Supply Corps officers stationed in Hawaii celebrated their 227th birthday at Hickam Beach in Pearl Harbor, Hawaii. The guest of honor was Rear Adm. Dion English, director, Logistics, Fleet Supply and Ordnance (N4), U.S. Pacific Fleet. –photo by Lt. Brittany Saulsberry





Above: Capt. Todd Marzano, left, USS John F. Kennedy's (CVN 79) commanding officer, presents a coin to Culinary Specialist 1st Class Allen Collins, assigned to USS Gerald R. Ford (CVN 78) and Culinary Specialist 2nd Class (SW/AW) Daysha Gray, assigned to John F. Kennedy. John F. Kennedy and Gerald R. Ford held a ceremonial cake cutting celebrating the U.S. Navy Supply Corps' 227th birthday in Ford's fo'c'sle. —photo by Mass Communication Specialist 3rd Class Jacob Mattingly



Ford Class Aircraft Carrier Culinary Specialists Bake Show-Stopping Cake for Supply Corps Birthday

By Culinary Specialist
1st Class (SW/AW) Drevon Thompson

Sailors from the Ford Class aircraft carriers, USS Gerald R. Ford (CVN 78) and Pre-Commissioning Unit John F. Kennedy (CVN 79), gathered for a cake cutting ceremony to celebrate the 227th birthday of the U.S. Navy Supply Corps.

The task of decorating the cake for this special occasion fell to Culinary Specialist 1st Class Allen Collins, assigned to Gerald R. Ford, and Culinary Specialist 2nd Class Daysha Gray, assigned to John F. Kennedy.

"It was an incredible honor to design and bake a cake celebrating our Navy and supply heritage," said Gray.

Collins and Gray collaborated to design an innovative cake that showcased the range of their culinary talents. The resulting two-tier cake, topped with a solid gold maple leaf molded from chocolate, was a stunning centerpiece according to Master Chief Culinary Specialist Ronald Moody.

"I've been in the Navy 28 years. I have never seen a cake like I saw today," said Moody. "Amazing job! Their cake left such an impression the crew still raved about it hours later."

The Navy's newest class of carrier has some marked differences from the CVN 68 class carriers that preceded them, with modern technologies providing some manpower efficiencies. ✨

Above: Capt. Paul Lanzilotta, center-left, USS Gerald R. Ford's (CVN 78) commanding officer, Capt. Todd Marzano, center-right, USS John F. Kennedy's (CVN 79) commanding officer, and Sailors assigned to Ford and Kennedy's supply departments cut a ceremonial cake celebrating the U.S. Navy Supply Corps' 227th birthday in Ford's fo'c'sle, in February. —photo by Mass Communication Specialist 3rd Class Jacob Mattingly



CAPT JULIE M. HUNTER
26 years – January 1, 2022

CAPT JEFFERY T. RATHBUN
38 years – January 1, 2022

LCDR AUSTIN DEAN FOLSTER
23 years – January 1, 2022

CDR ANDREW JASON TEW
21 years – February 1, 2022

CDR SHANNON BLAINE HARRELL
35 years – February 1, 2022

LCDR BENJAMIN DANIEL THORNTON
22 years – February 1, 2022

CDR MATTHEW S. JONES
30 years – March 1, 2022

CDR LESLEY NICKOLE DONELSON
27 years – March 1, 2022

LCDR MALCOLM LONG ELLIOTT
20 years – March 1, 2022

LCDR JASON PAUL BUONVINO
29 years – March 1, 2022

LCDR ALEX FRANCIS GULE AMPER
25 years – March 1, 2022

LCDR CHARLES MARLIN DEIBLER
26 years – March 1, 2022

LCDR PURIPHAT SURARUJROJ
24 years – March 1, 2022

LCDR DAVID MATTHEW LALANNE
20 years – March 1, 2022

LCDR ERIC J. PISKURA
20 years – March 1, 2022

LCDR TIMOTHY JOHN SAXON
28 years – March 1, 2022

CAPT ROBERT ALLEN KEATING
37 years – March 1, 2022

CDR SHANE CHARLES DIETRICH
38 years – April 1, 2022

LCDR ERIC CHRISTOPH FOLKERS
21 years – April 1, 2022

LT DEMARKUS XAVIER BROWN
20 years – April 1, 2022



Retired Capt. William C. Bishop

Retired Capt. William C. Bishop, SC, USN, 83, passed away on March 5, 2022. Bishop retired from the Navy after 30 years of service while on the Staff, Commander in Chief, U.S. Pacific Command, Pearl Harbor, Hawaii. He received his bachelor's degree from St. John's University and his master's degree from the Naval Postgraduate School. Duty assignments include: Commander Defense Reutilization and Marketing Region, Pacific, Honolulu, Hawaii; Mare Island Naval Shipyard, Vallejo, California; Staff, Commander Mine Warfare Command, Charleston, South Carolina; Staff, U.S. Naval Forces/Advisory Group, MACV, Saigon, RVN; Staff, Commander Submarine Squadron Fifteen, Guam; Naval Submarine Base, Pearl Harbor, Hawaii; USS Sam Rayburn (SSBN 635) (Blue); Naval Shipyard, Philadelphia, Pennsylvania; USS Wedderburn (DD 684); and USS Richard S. Edwards (DD 950).

Retired Capt. George E. Newton

Retired Capt. George E. Newton, SC, USN, 79, passed away on April 1, 2022. Newton retired from the Navy after 28 years of service while serving at the Naval Supply Center, Charleston, South Carolina. He received his bachelor's degree from the Georgia Institute of Technology and his master's degree from the Citadel. Duty assignments include: Commander, Submarine Force, U.S. Atlantic Fleet, Norfolk, Virginia; Naval Electronics Systems Command, Washington, D.C.; USS Dixon (AS 37); Navy Supply Corps School, Athens, Georgia; USS Orion (AS 18); Naval Supply Center, and U.S. Atlantic Fleet Polaris Material Office, Naval Base, Charleston, South Carolina; U.S. Naval Forces, Vietnam/Naval Advisory Group, Military Assistance Command, Vietnam, and Commander U.S. Naval Support Activity, Saigon, Republic of Vietnam; and USS Nantahala (AO 60).





The Royal Norwegian Navy Fridtjof Nansen-class frigate HNoMS Fridtjof Nansen (F-310) in lifeguard-station while aircraft carrier USS Harry S. Truman (CVN 75) and destroyer USS Mitscher (DDG-57) are receiving replenishment-at-sea with USNS Supply (T-AOE-6). —photo by Petty Officer Marius Vaagenes Villanger / Norwegian Armed Forces

USS Harry. S. Truman (CVN 75) Leads the Way in Strengthening America's NATO Partnerships

By **Ens. Steven Okumura**

QUALITY ASSURANCE OFFICER, USS HARRY S. TRUMAN

Since December 2021, USS Harry S. Truman (CVN 75) and Carrier Strike Group EIGHT (CSG 8) have engaged in a wide variety of multinational exercises ranging from air operations in Romania to tri-carrier operations in the Ionian Sea. These strategic exercises strengthened bonds between NATO countries by operating in a diverse multinational group and conducting operations that establish security and increase combat readiness.

One of the major events the strike group participated in was Neptune Strike 22, which highlighted the natural evolution of NATO's ability to integrate the high-end maritime warfare capabilities of a carrier strike group to support the defense of the Alliance. Following the events of Neptune Strike, Truman was joined by the French aircraft carrier Charles De Gaulle (R 91) and the Italian aircraft carrier ITS Cavour (C 550) along

with elements of their associated strike groups.

"The capabilities of a U.S. aircraft carrier strike group are made stronger by operating alongside our allies and partners," said Rear Adm. Curt Renshaw, commander, Carrier Strike Group 8. "Adding the French and Italian carrier teams provides an exciting chance to strengthen our interoperability together."

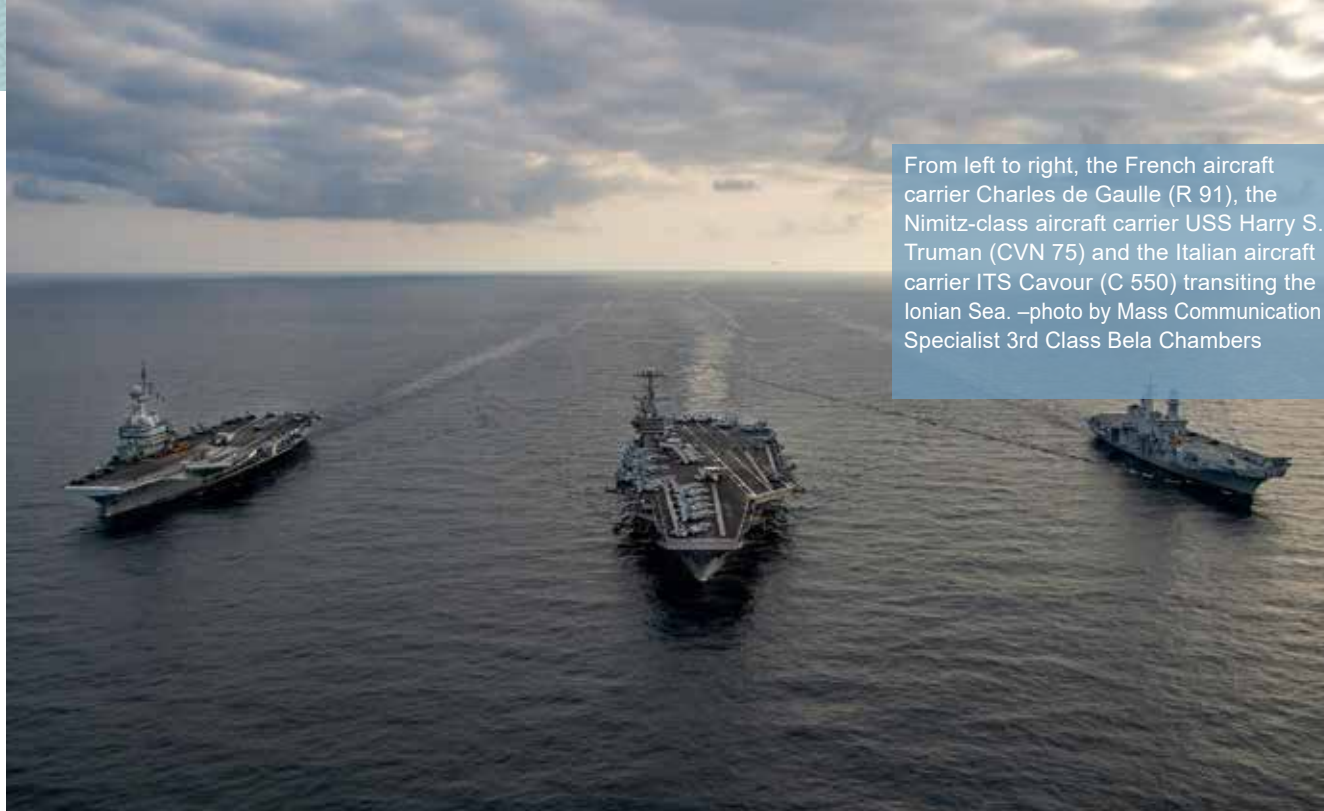
Conducting these operations with our partners improves strategic and tactical capabilities by learning about different doctrines and processes. The lessons learned will impact NATO's ability to maximize combat readiness while also maintaining stability and security in the region. For example, Truman and the Charles De Gaulle were able to train one another's pilots on the procedures required to conduct operations on the two different flight decks. This training was also the first time the Charles De

Gaulle received E-2D Hawkeyes on its flight deck.

Air operations carried out by the strike group included operations in Romania where NATO squadrons took part in missions to include enhanced Air Policing in direct support of Alliance security.

"Training missions flown from forward bases in Romania during a week-long detachment paved the way for follow-on missions flown from the Adriatic Sea," said Capt. Patrick Hourigan, commander, Carrier Air Wing 1. "Our ability to augment the Air Policing detachments and the multinational execution of airborne patrols sends a strong reassuring signal to the collective defense of our allies."

These missions were sustained, in part, by U.S. aircraft refueling with tankers from NATO partner nations and U.S. tankers in turn providing fuel to partner nations' aircraft.



From left to right, the French aircraft carrier Charles de Gaulle (R 91), the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) and the Italian aircraft carrier ITS Cavour (C 550) transiting the Ionian Sea. –photo by Mass Communication Specialist 3rd Class Bela Chambers



Above: A French Rafale F-3R lands on the flight deck of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). –photo by Mass Communication Specialist 3rd Class Tate Cardinal

The Harry S. Truman Carrier Strike Group has also proven an exemplary model of NATO partnerships at work with the inclusion of the HNoMS Fridtjof Nansen (F310) as part of the Cooperative Deployment program. During the pre-deployment training cycle, the Nansen's beach detachment fully integrated with Truman's to ensure an uninterrupted flow of critical material. While deployed, Truman's readiness team has coordinated the movement of high priority requisitions from Norway to the forward beach detachment for further transfer to the strike group. Partnerships such as this strengthen the cohesion and effectiveness of the NATO alliance.

NAVSUP Fleet Logistics Center (FLC) Sigonella and its associated detachments scattered throughout the area of operation (AOR) are key enablers in sustaining the strike group's operations in 6th Fleet. NAVSUP FLC Sigonella and its mission partners delivered millions of gallons of jet fuel and over 4,000 pallets containing mail, food provisions, and cargo to crewmembers of the strike group during the 2021-2022 deployment. These deliveries in support of continued operations were routed through strategic locations in NATO partner countries to include Naval Station Rota, Spain, Naval Air Station

Sigonella, Italy, and Naval Support Activity Souda Bay, Greece.

One of the most important evolutions to maintain combat readiness is the replenishment at sea (RAS). Naval vessels are able to remain at sea indefinitely through this method by transferring fuel, stores, and other necessities via vertical replenishments and connected replenishments. There have been numerous RAS evolutions for CSG-8 assets from replenishment ships such as the USNS Supply (T AOE 6) since deployment began. These ships are essential in the transfer of mission critical equipment and resources and allowed CSG 8 ships to remain on station in support of national tasking. U.S.-flagged vessels have also refueled alongside NATO partner nations' oilers, demonstrating interoperability as a means of mission accomplishment. To the credit of allied countries, we are able to use their ships, ports, and facilities to remain mission ready while maintaining security and deterrence in support of NATO.

The Harry S. Truman Carrier Strike Group and its allies are pivotal to the integrity and security of the 6th Fleet AOR. NATO will continue to conduct operations to improve the interoperability and effectiveness of Joint forces. 🌟

USS Harry S. Truman (CVN 75) Rediscovered How to Sustain Long-Term Carrier Operations in the European Theater

By Lt. j.g. John Bon

SALES OFFICER, USS HARRY S. TRUMAN

USS Harry S. Truman's deployment has required the supply teams of Carrier Strike Group Eight (CSG-8) to go back to the basics while operating in the 6th Fleet Area of Operations (AOR). With the Russian invasion of Ukraine shifting the Navy's strategic focus from the Middle East to Eastern Europe, CSG-8 is establishing new sustainment procedures and utilizing logistics expertise to stay mission ready in a dynamic environment. Truman's deployment is the first in 20 years where a carrier strike group has operated predominantly in 6th Fleet. This shift in operations has led to new challenges and opportunities in logistics management. Truman's logistics success can be attributed to three key tenants: knowledge of the AOR, expanding the supply chain, and adapting to a post-COVID world.

Knowledge of the AOR –In recent years, East Coast CSG deployments have operated out of the 5th Fleet AOR with a main logistics hub in Bahrain. This created a well-oiled logistics machine and relatively short “last tactical mile” pipeline from the shore to the ship. Repair parts, mail, and passengers were easily delivered aboard the carrier in the Arabian Gulf and Replenishment at Sea (RAS) events were executed on a consistent schedule. In contrast, the 6th Fleet AOR has multiple logistics hubs and covers a much larger geographical area of operations, presenting unique challenges for the CSG and fleet stakeholders to overcome.

From a readiness standpoint, parts and mail delivery in 6th Fleet is more difficult due to customs delays in a multitude of European countries and the time required to move large volumes of material to various in-port replenishment (INREP) locations. While there are only a handful of ports that ships operate out of in 5th Fleet, 6th Fleet has over 200. Due to

an unpredictable schedule, the CSG-8 supply team had to plan for operations in both the High North and Mediterranean regions. Each area has its own unique requirements, such as cold weather gear procurement and determining which logistics hub to utilize in order to maximize receipt of critical repair parts and consumables while deployed.

Services operations have also been affected by the shift to 6th Fleet. When ordering food stores, ships must utilize multiple subsistence prime vendors (SPV) and catalogs depending on INREP location. Because the AOR does not normally have a consistent carrier presence, the SPVs needed time to adjust to such a rapid spike in demand. Similar challenges exist when it comes to Ships Store material. Since the majority of products are sourced from local Navy Exchange distribution centers, the CSG ended up competing with shore side customers for inventory. Global supply chain challenges brought about by the COVID-19 pandemic have also affected everything from aluminum can availability to a reduction in labor at meat processing plants, leading to additional stress on the services team.



Above: Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) conducts a connected replenishment with supply-class fast combat support ship USNS Supply (T AOE 6). –photo by Mass Communication Specialist 3rd Class Bela Chambers

Expanding the supply chain – Coordination between CSG-8 and ashore partners was critical to adapting to the new AOR and moving Truman's parts and goods throughout the logistics pipeline. With the shift in focus to the European theater, all hands up and down the supply chain are working to establish the most efficient ways to get material flowing in the AOR. To adapt to limited fill rates, Truman has made effective use of emergency procurements for subsistence and direct-to-ship programs for Ships Store material. Truman's Forward Beach Detachment, based in Sigonella, has been the force multiplier. Always flexible to shifts in INREP locations and operating areas, they ensure the CSG always has the material it needs.

The challenges of meeting the demands of a CSG are shared by shore-side logistics teams. With a CSG operating continuously in the AOR, C6F planners and logisticians have risen to the task of ensuring food, fuel, parts, mail, and even energy drinks move expeditiously in theater. Early communication and support from the 6th Fleet N41 staff and Combined Task Force 63 allowed Truman to seamlessly adjust from a planned 5th Fleet deployment to the new AOR. Defense Logistics Agency Troop Support, and NAVSUP Fleet Logistics Center Sigonella have been the key enablers in finding new sources of sustainment to keep up with crew demand. C6F and Truman's joint willingness to find substitutes, cooperate together, and take advantage of new sources of supply has allowed the CSG to maintain mission readiness despite unprecedented global supply chain disruptions.

Adapting To A Post COVID World

As the world returns to a pre-COVID normal, suppliers need time to ramp up production to meet increased demand. Truman has successfully anticipated product shortages and has taken advantage of innovative practices to ensure minimal impact to crew morale or mission accomplishment. Going back to the basics and remaining flexible to different courses of action has been the hallmark of the CSG-8 and Truman supply teams on this deployment. The return to normalcy has also led to a welcome return of ships visiting foreign ports. In addition to the liberty and cultural experience this provides, it also enables more opportunities to take stores. Truman recently received parts and material in Souda Bay, Greece. This evolution allowed the ship to onload items that would have been more difficult while underway and freed up the RAS ship for additional tasking.

The ability to stay "Ready for Sea" is what defines the United States Navy's Supply Corps as the epitome of world-class logistics professionals. Truman and CSG-8's success in the 6th Fleet AOR would not have been possible without the extreme professionalism of all logisticians and support personnel embarked and ashore. Basic fundamentals of thinking creatively, moving parts and products efficiently, and resourcefulness have enabled a successful CSG deployment in a theater where sustained CVN operations have not occurred in a generation. 🌟

Background: Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) conducts a vertical replenishment and replenishment-at-sea with Supply-class fast combat support ship USNS Supply (T AOE 6). –photo by Mass Communication Specialist 3rd Class Bela Chambers



Above: Petty Officer 3rd Class Kallista Zimmerman directs the pilot of an MH-60S Sea Hawk helicopter on the flight deck of the aircraft carrier USS Harry S. Truman (CVN 75) in the Adriatic Sea. –photo by Mass Communication Specialist 3rd Class Bela Chambers

Carrier Strike Group Eight Serves as the Forerunner for Post-COVID Port Visits and Strengthens NATO Relations in 6th Fleet

By **Ens. Aaron Viso**
HOTEL SALES OFFICER,
USS HARRY S. TRUMAN



Above: Rear Adm. Curt Renshaw, commander, Carrier Strike Group 8, right, speaks with Adm. Robert Hranj, Chief of General Staff of Croatian Armed Forces, on the bridge of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). —photo by Mass Communication Specialist 3rd Class Abbigail Beardsley



Above: Capt. Shane Marchesi, executive officer, Nimitz-class Aircraft Carrier USS Harry S. Truman (CVN 75), left, greets Maj. Gen. Ivica Kinder, Ministry of Defense, director of the Military Security Intelligence Agency, before embarking the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). —photo by Mass Communication Specialist 3rd Class Abbigail Beardsley

After over two years of upending traditional Navy operations and deployments, COVID-19 restrictions have begun to ease, allowing a partial return to normalcy for deployed vessels. As nations begin to reopen their borders to foreign travel, deployed Sailors are once again able to experience one of the time honored traditions associated with serving in the United States Navy—seeing the world. Port visits are a major morale boost for Sailors while also providing the necessary opportunities to increase partner relations between host nations and the United States.

Since departing on its recent deployment, USS Harry S. Truman (CVN 75), the flagship of Carrier Strike Group EIGHT (CSG-8), has served as both a diplomatic vessel in the 6th Fleet (C6F) Area of Operations (AOR) and has had the opportunity to conduct port calls, similar to those in a pre-COVID environment. Early on in the deployment, Truman visited Souda Bay, Greece and Split, Croatia amidst their operations in the central Mediterranean Sea. These port visits strengthened ties and assured long-time NATO partners by providing a consistent carrier presence in the region.

Souda Bay, Greece served as the backdrop for two significant port visits for Truman's team. Truman's January 2022 visit was the first CVN port visit anywhere in

the world where Sailors were permitted to explore the local area since March 2020. Truman visited again in March 2022.

"Working with NSA Souda Bay's Morale, Welfare and Recreation Team was easy. For our first port visit there, despite COVID restrictions and short notice, they were able to work with a local tour agency and get us a great selection of tours even in their off season," said Truman's fun boss, Beth Downs. "All the tours were well organized and the guides had a lot of pride in their presentations. The second visit went even smoother, and they were able to give us a different selection of tours from the first visit."

Souda Bay locals' willingness to adapt to the sudden news of an aircraft carrier coming into port is indicative of the strong relationship between the United States and Greece; as well as and the clear priority both countries place on increasing ties and strengthening alliances. The partnerships established from the initial visit paved the way for an even easier second visit, making Souda Bay a model for post COVID port calls.

In February 2022, Truman visited Split, Croatia, an idyllic sea-side town not far from landscapes seen in HBO's Game of Thrones series. This visit reintroduced foreign dignitary receptions and diplomatic events held on carriers through a 200-person reception,

where the ship hosted the Prime Minister of Croatia, along with various members of his political and military staffs. Receptions are pivotal to building partnerships and strengthening relationships, especially in NATO, because they put faces to the forces. The reception allowed dignitaries from several NATO countries to foster relationships amidst a backdrop of increased regional tensions with Russia.

During the reception, the leaders of Croatia were able to see some of the hardest working Sailors aboard Truman, the culinary specialists (CS's), at their best.

Truman's Food Service Officer, CWO4 Felipe Tubera, commented, "The CS's enjoy hosting receptions because it gives them the opportunity to be creative with the limited ingredients they have. They take pride in working together on something with high

Truman's Food Service Officer CWO4 Felipe Tubera, commented, "The CS's enjoy hosting receptions because it gives them the opportunity to be creative with the limited ingredients they have. They take pride in working together on something with high visibility and they enjoy the opportunity to display their skills."

visibility and they enjoy the opportunity to display their skills."

With COVID restrictions easing throughout the world, it is only a matter of time before high profile receptions during port visits again become the norm rather than the exception.

The value of port visits for both Sailor morale and national strategy is immeasurable. In times as unprecedented as these, building lasting partnerships will be a primary contributor to stability and security. Truman's 2021-2022 deployment showcases the value of port visits on developing relationships and strengthening ties abroad. With plenty more port visits to come, Truman is laying the foundation for improved NATO relationships in the C6F AOR. 🌟

...continued on page 34

Below: Rear Adm. Curt Renshaw, commander, Carrier Strike Group Eight 8, receives ceremonial honors as he arrives at a reception in the hangar bay aboard Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75).
—photo by Mass Communication Specialist 1st Class Jamica Johnson



Above: Rear Adm. Curt Renshaw, commander, Carrier Strike Group Eight 8, speaks at a reception in the hangar bay of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). —photo by Mass Communication Specialist 3rd Class Abbigail Beardsley

...continued from page 33

Right: Prime Minister Andrej Plenkovic, Prime Minister of Croatia, speaks to distinguished visitors in the commanding officer's inport cabin, prior to a reception aboard the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). – photo by Mass Communication Specialist 3rd Class Abbigail Beardsley



Above: Prime Minister Andrej Plenkovic, Prime Minister of Croatia, left, and Rear Adm. Curt Renshaw, commander, Carrier Strike Group 8, pose for a photo in the commanding officer's inport cabin, prior to a reception aboard the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). –photo by Mass Communication Specialist 3rd Class Abbigail Beardsley

Above: From left to right, Rear Adm. Curt Renshaw, commander, Carrier Strike Group 8, Prime Minister Andrej Plenkovic, Prime Minister of Croatia, Capt. Gavin Duff, commanding officer USS Harry S. Truman (CVN 75), Capt. Shane Marchesi, Truman's executive officer and Command Master Chief Keith Wilkerson render honors during the Croatian national anthem in the hangar bay of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). –photo by Mass Communication Specialist 3rd Class Abbigail Beardsley



HOOYAH TRUMAN SUPPLY



USS Harry S. Truman's (CVN 75) Supply Department held an awards, promotion, and cake cutting ceremony in commemoration of the Supply Corps Birthday while deployed at sea to the 6th Fleet Area of Operations.

Clockwise from top left:

1. Left to Right: Cmdr. Autumn Daniel, Truman's supply officer, Culinary Specialist Seaman Jordan Cech, and Capt. Gavin Duff, Truman's commanding officer, pose in front of the Supply Corps Birthday cake.
2. Left to Right: Cmdr. Autumn Daniel, Truman's supply officer, Logistics Specialist Seaman James Dantzler, youngest member of the Supply Department, CWO4 Felipe Tubera, oldest member of the Supply Department, and Capt. Gavin Duff, Truman's commanding officer, cut the Supply Corps Birthday cake.
3. Capt. Gavin Duff, Truman's commanding officer, presents the Navy and Marine Corps Achievement Medal to Personnel Specialist 2nd Class Kareem Roye.
4. Logistics Specialist 2nd Class Margaret Odom presents the Enlisted Surface Warfare Specialist pin to Logistics Specialist Seaman Chantranise Lane.
5. Capt. Gavin Duff, Truman's commanding officer, presents the Navy and Marine Corps Commendation Medal to Lt. j.g. John Estrella.
6. CW04 Felipe Tubera, Truman's Food Service officer, presents the Enlisted Surface Warfare Specialist pin to his nephew, Seaman Karlos Logan.
7. Capt. Gavin Duff, Truman's commanding officer, promotes Ens. Frank Willison to the rank of lieutenant junior grade and Lt. James Weigle to the rank of lieutenant commander.

Navy Exchange and Marine Corps Exchange Customers Step Up to Support Navy-Marine Corps Relief Society

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS, NAVY EXCHANGE SERVICE COMMAND

This past fall, in the midst of the COVID-19 pandemic, Navy Exchange (NEX) and Marine Corps Exchange (MCX) customers stepped up to support the Navy-Marine Corps Relief Society (NMCRS) by donating \$294,130 and \$158,500 respectively.

“Once again, NEX and MCX shoppers have shown their dedication to caring for fellow Shipmates and Marines,” said retired Lt. Gen. Jack W. Klimp, USMC, president, CEO, Navy-Marine Corps Relief Society. “Thank you to everyone who made a purchase and helped NMCRS provide relief to Sailors and Marines in need.”

The NEX and MCX customers support the NMCRS by purchasing \$5 benefit tickets. The benefit ticket gives customers \$5 and a 5% discount applied to a one-time purchase at either the NEX or MCX.

In 2021, NEX patrons donated a total of \$586,450 while MCX customers donated \$158,500 to NMCRS through its spring and fall ticket sales. Over the past 10 years, those ticket sales have garnered over \$4.5 million to NMCRS from NEX and MCX customers.

About MCX

The Marine Corps Exchange (MCX) is one part of the Marine Corps Community Services (MCCS) ecosystem of programs that supports and enhances the operational readiness, war fighting capabilities, and life quality of Marines, their families, retirees and civilians. MCCS is valued by leadership as being a single, relevant portfolio of programs and capabilities that provides unwavering support to Marines and their families throughout their entire career journey with the United States Marine Corps. MCCS leverages this single program delivery capability by consolidating MCX, MWR and Family Programs to deliver goods and services at over 2,250 facilities with a staff of more than 12,000 employees worldwide. In addition to providing the on

installation services, visit mymcx.com/shopping to learn about additional online offerings.

About Navy-Marine Corps Relief Society

Since 1904, the Navy-Marine Corps Relief Society has financial assistance and education to active duty and retired members of the United States Navy and Marine Corps, their eligible family members and survivors – when in financial need. Headquartered in Arlington, Virginia, the Society is a non-profit, charitable organization that is staffed by over 3,000 volunteers, and a small cadre of employees, in offices around the world – ashore and aboard ships. ☀

Retired Rear Adm. Robert J. Bianchi, chief executive officer of the Navy Exchange Service Command presents a check to retired Lt. Gen. Jack W. Klimp, president and chief executive officer of the Navy-Marine Corps Relief Society on behalf of Navy Exchange customers.



Navy Exchange Service Command Supplies Uniforms to Navy's Maternity Pilot Program Participants

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS
NAVY EXCHANGE SERVICE COMMAND

Making sure female Sailors receive their maternity uniforms has taken on a new twist as the Navy Exchange Service Command (NEXCOM) does its part to support the Navy's Maternity Pilot Program (MPP). For the duration of the MPP, NEXCOM will manage the inventory of maternity uniform items, coordinate the tailoring and mailing of the uniform items and track the uniforms for return and possible re-issue. The Navy's MPP was announced in NAVADMIN 284/21 and released Dec. 15, 2021. The MPP is a Congressionally-mandated program directed by the FY21 National Defense Authorization Act.

"We are proud to be a part of the Navy's Maternity Pilot Program in support of our Sailors," said retired Rear Adm. Robert J. Bianchi, chief executive officer of NEXCOM. "NEXCOM is already in charge of Navy uniform procurement and sales through its NEX Uniform Shops and website, myNavyExchange.com. Our uniform team was excited to take on this additional challenge of providing PREMIER customer service to our female Sailors through this new program."

Once a Sailor is selected to participate in the MPP, she should bring the maternity uniform size measurement sheet to the nearest NEX Uniform Shop to help determine the exact sizing needed for her maternity uniforms. If a participant is not located near a NEX, she can view a video from home on how to correctly measure for fit. The video is available at: <https://vimeo.com/646945725>.

Assistance in measurements can also be provided via Army/Air Force and Marine Corps uniform centers or a personal tailor.

Once NEXCOM receives confirmation of approval of a Sailor's participation in the MPP and receives the completed measurement form from the Navy Uniform Matters Office, a full seabag of Navy maternity uniform items will be provided, including sewn-on embroidery for working uniforms and rank insignia for enlisted E1-E6 dress uniforms. Hemming and shipment will also be free of charge.

"The uniform items will be sent from NEXCOM's Southeast Distribution Center to the Sailor's home," said Cmdr. Terri Gabriel, NEXCOM's deputy commander, Military Uniforms. "The Sailor doesn't need to pick up or have their uniforms altered at the NEX. It will arrive at her door, ready to wear."

Once the service member's pregnancy is complete, and the maternity uniforms issued are no longer needed, they are returned to NEXCOM's Southeast Distribution Center, at no cost to the Sailor. Once returned, NEXCOM associates will inspect, repair, launder, re-inspect and re-stock the maternity uniforms for potential re-issue to another MPP participant.

The MPP will continue through Sept. 30, 2026. Questions regarding the MPP application process should be sent to Navy_MPP.fct@navy.mil. 🌟



Navy Exchange Service Command (NEXCOM) associates at its Southeast Distribution Center in Pensacola, Florida, pull maternity uniforms for Sailors participating in the Navy's Maternity Pilot Program. NEXCOM supports the Maternity Pilot Program by managing maternity uniform inventory, coordinating the tailoring and mailing of the uniform items and tracking the uniforms for return and possible re-issue.

NAVSUP in Europe Supports USS Donald Cook, USS The Sullivans During Copenhagen Port Visit

By Joe Yanik

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

A team of logisticians assigned to NAVSUP Fleet Logistics Center (FLC) Sigonella and their mission partners supported the scheduled port visit of USS Donald Cook (DDG 75) and USS The Sullivans (DDG 68), conducted in Copenhagen, Denmark.



During the port visit, they coordinated deliveries of fuel, cargo, provisions, mail and critical parts for the two Arleigh Burke-class guided-missile destroyers.

The ships' presence in the Baltic Sea is a demonstration of the U.S. Navy's continued commitment to the collective defense of the European region as it reinforces the strong and historic bond between the U.S. and NATO Allies.

"Our ability to support port visits at strategically significant High North locations, such as Copenhagen, is a concrete example of NAVSUP's expanding capabilities delivering operational readiness to the Fleet where and when our warfighters need it," said Capt. Douglas S. MacKenzie, NAVSUP FLC Sigonella commanding officer. "The successful port visit also demonstrates how NAVSUP and our mission partners are enhancing logistics interoperability and engagement with our Allied navies. In this case, the Danish navy."

While in port in Copenhagen, the ships' crew had the opportunity to partake in the rich culture of Denmark and its citizens through tours and visits to historic sights.

Prior to pulling into port, Donald Cook and The Sullivans participated in NATO exercise Dynamic Guard with Royal Danish navy Iver Huitfeldt-class frigate HDMS Peter Willemoes (F362). Dynamic Guard, hosted by Norway, is a biannual, multinational NATO electronic warfare exercise series designed to provide tactical training for the NATO Response Force and NATO national units. For the first time in three years, two U.S. vessels attended the Dynamic Guard exercise, in an effort to enhance the ongoing cooperation, strength and interoperability between the NATO nations and its allies.

"The continuing cooperation between NATO partners is essential to supporting peace in the region," said Cmdr. Matthew Curnen, Donald Cook commanding officer. "I'm extremely grateful for the opportunity to visit Copenhagen in order to engage in meaningful talks with Danish officials."

U.S. Naval Forces Europe, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa. 🌟



Above left: Logisticians assigned to NAVSUP Fleet Logistics Center Sigonella and Danish sailors load USS Donald Cook (DDG 75). Prior to pulling into port, The Sullivans and Donald Cook participated in NATO exercise Dynamic Guard Feb. 22-25 with Royal Danish Navy Iver Huitfeldt-class frigate HDMS Peter Willemoes (F362). —U.S. Navy courtesy photo



Left: Sailors assigned to the Arleigh Burke-class guided-missile destroyer USS Ross (DDG 71) a pallet of food stores from the French ship FS Marne (A 630) during a replenishment-at-sea, April 2. Ross, forward-deployed to Rota, Spain, is on its 12th patrol in 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. —photo by Mass Communication Specialist 2nd Class Claire DuBois

NAVSUP, NAVEUR/AF Mission Partners Increase 'Logistical Reach' with Food Purchase Through NATO Allies

By Joe Yanik

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

NAVSUP Fleet Logistics Center (FLC) Sigonella partnered with U.S. Naval Forces Europe and Africa (NAVEUR/NAVAF) and created an Acquisition and Cross-Servicing Agreement (ACSA) with their NATO Allies to fulfill food orders for USS Ross (DDG 71) and USS Roosevelt (DDG 80) in late March and early April 2022.

NAVEUR/NAVAF utilizes existing ACSAs with its NATO Allies to support exercises, operations, and missions throughout its area of operations. An ACSA is an international agreement between the United States and a host nation that enables a military-to-military exchange of logistics support, supplies, and services between the two country's militaries.

"Due to time constraints and unique global supply chain challenges, the ACSAs to procure food entirely through our NATO Allies were crucial to our acquisition strategy to keep our ships in foreign waters at an optimal fill levels to maintain readiness and the health and well-being of personnel," said Capt. Douglas S. MacKenzie, NAVSUP FLC Sigonella commanding officer.

As the Executive Agent for the DoD's CL 1 Material (Subsistence), the Defense Logistics Agency typically fulfills subsistence prime vendor contracts for Navy ships' food orders.

"If the prime vendor is unable to fill a requirement and if a contracting solution is unavailable, an ACSA order with a NATO

"This incredible logistics support feat to fulfill this time-sensitive food order was possible as a result of determined leadership and true teamwork between NAVSUP, its mission partners, the French and Norwegian navies," MacKenzie said.

Ally may be used to procure food from the partner nation military," said Steven Ingle, NAVEUR/AF's ACSA program manager.

In line with this norm, USS Ross' ACSA order was submitted with the French navy, while USS Roosevelt's ACSA was submitted with the Norwegian Defense Logistics Organization.

"The ACSA order with the Norwegians solved the problem we encountered of various gaps in product availability via standard and substitute orders through the prime vendor," said Justin Burdett, USS Roosevelt supply officer. "The agreement also enabled us to purchase many protein items that were not available through standard orders."

"To my knowledge, this was the first time we directly ordered from the supply catalog of a NATO Ally utilizing their logistics system," said Lt. Brandon Birkoski, USS Ross supply officer.

To complete the ACSA order for the food purchases for the Ross and Roosevelt, the NAVEUR ACSA program management team and NAVSUP FLC Sigonella personnel coordinated with the ships' supply officers to validate the ship Class I requirements, match food items, convert metrics and money currencies and work other policy pieces between the fleet, type command, NAVEUR/NAVAF and NAVSUP.

The ACSA management team then communicated the Navy's requirements with the appropriate French and Norwegian military officials to fulfill the ships' food provision requirements.

"This incredible logistics support feat to fulfill this time-sensitive food order was possible as a result of determined leadership and true teamwork between NAVSUP, its mission partners, the French and Norwegian navies," MacKenzie said. "The result is a major step forward in our continuing effort to use this new lever to increase the interoperability and logistical reach we have with our NATO Allies."

...continued on page 40

...continued from page 39

NAVSUP's mission partners and NAVEUR/AF's ACSA Management Team coordinated with other mission partners to fulfill and deliver food orders to Ross and Roosevelt: SURFLANT, Command Task Force-63, NAVEUR/NAF/SIXTHFLT N415 Logistics Plans & Programs, NAVSUP Navy Food Management Team, Bureau of Naval Personnel, Norwegian Defense Logistics Organization and the French navy.

"Through the unified efforts of these organizations, the ACSA program office was able to process and confirm delivery to the

Roosevelt within a five-day window from receipt of requirements reinforcing the flexibility and expeditionary characteristics of the international method of procurement stipulated by the ACSA program," Ingle said.

Operating in the Mediterranean, Ross was attached to the French Navy's Charles de Gaulle Carrier Strike Group (CTF-473). Forward-deployed to Rota, Spain, Ross is on its 12th patrol in the U.S. Naval Forces Europe-Africa/U.S. Sixth Fleet area of operations in support of regional allies and

partners and U.S. national security interests in Europe and Africa.

Roosevelt is one of four U.S. Navy destroyers based in Rota, Spain, and assigned to Commander, Task Force 65 in support of NATO's Integrated Air Missile and Defense architecture. These Forward-Deployed Naval Forces-Europe ships have the flexibility to operate throughout the waters of Europe and Africa, from the Cape of Good Hope to the Arctic Circle, demonstrating their mastery of the maritime domain. ☀

NAVSUP, Mission Partners Support USS Harry S. Truman Carrier Strike Group During Neptune Strike 2022

By NAVSUP Fleet Logistics Center Sigonella Public Affairs

(U.S. Naval Forces Europe and Africa / U.S. Sixth Fleet Public Affairs contributed to this article)

Logisticians assigned to NAVSUP Fleet Logistics Center (FLC) Sigonella and its mission partners delivered aviation fuel and more than 800 pallets containing mail, food provisions and cargo to crewmembers of HSTCSG through strategic locations at Naval Air Station Sigonella, Italy, and Naval Support Activity Souda Bay, Greece in support of the NATO-led activity Neptune Strike, Jan. 24-Feb. 4, 2022.

"Our command's logistics mission sets focus on ensuring warfighters, both ashore and afloat, operating across U.S. Naval Forces Europe/Africa have the supplies and repair parts they need to execute their mission, particularly during activities like Neptune Strike, for which readiness is of utmost importance," said Capt. Douglas MacKenzie, NAVSUP FLC Sigonella commanding officer. "We realize that moving warfighters' mail in and out of the area of responsibility plays a significant role in sustaining positive morale aboard CSG ships whose crewmembers are away from their families. High morale means sustained focus on successfully completing all mission objectives."

Neptune Strike 2022 highlighted the natural evolution of NATO's ability to integrate the high-end maritime warfare capabilities of a carrier strike group to support the defense of the Alliance. Neptune Strike 2022 accomplished the long-planned handover of command and control of the USS Harry S. Truman Carrier Strike Group (CSG) from U.S. Sixth Fleet (SIXTHFLT) to Naval Striking and Support Forces NATO (STRIKFORNATO) and the wider Alliance.

"The capability of SIXTHFLT and STRIKFORNATO combined staffs to enable a handover of the Harry S. Truman Carrier Strike Group demonstrates the power and cohesiveness of our maritime

forces and the NATO Alliance," said Vice Adm. Gene Black, commander, SIXTHFLT and STRIKFORNATO. "NATO's command and control of a CSG is the result of decades of Alliance maritime interoperability."

Neptune Strike 2022 is the execution phase of a long series of activities known as Project Neptune, conceptualized in 2020. The

Below: Naval Aircrewman Mechanical 2nd Class Timothy Pinckert, assigned to the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) Beach Detachment 1, opens a container of mail destined for HST Carrier Strike Group crewmembers. —photo by Joe Yanik



activity focuses on overcoming the complexities of integrating command and control of a carrier strike group to NATO.

SIXTHFLT, headquartered in Naples, Italy, conducts the full spectrum of Joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.

STRIKFORNATO, headquartered in Oeiras, Portugal, is Supreme Allied Commander Europe's premier, rapidly deployable and flexible, maritime power projection Headquarters, capable of planning and executing full spectrum joint maritime operations. 🌟



Left: Logistics Specialist 1st Class Kelvin Smith assigned to NAVSUP Fleet Logistics Center Sigonella Site Souda Bay, in Crete, Greece, releases the straps on a pallet of mail awaiting onload to Military Sealift Command fast combat support ship USNS Supply (T-AOE 6) at the Marathi NATO Pier Complex. —photo by Joe Yanik

NAVSUP, Mission Partners in Spain Prepare USS Hershel “Woody” Williams for Obangame Express 2022

By Joseph Yanik

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER
SIGONELLA

LT. J.G. ADAM THOMAS, NAVSUP, AND
MASS COMMUNICATION SPECIALIST
1ST CLASS FRED GRAY IV CONTRIBUTED
TO THIS STORY

The Expeditionary Sea Base USS Hershel “Woody” Williams (ESB 4) conducted a scheduled port visit at Naval Station Rota, Spain.

During the visit, logisticians assigned to NAVSUP Fleet Logistics Center (FLC) Sigonella Site Rota and their mission partners delivered fuel, provisions, mail and cargo to the ship.

“HWW identified a need for three shipping containers, called CONEX boxes, and the repair of some refrigeration units already on board the HWW,” said Capt. Paul Haslam, NAVSUP FLC Sigonella chief of contracts. “FLC Sigonella’s contracting team and our logisticians at Site Rota acted quickly to procure the CONEX boxes in the open market and delivered them to the ship. The team was also able to ensure the quick repair of all refrigeration units.”

NAVSUP’s mission partners at NAVSTA Rota include Forward Deployed Regional Maintenance Center, NAVSTA Port Operations and Defense Logistics Agency Troop Support.

“Our mission partners were essential in assuring the operational readiness of HWW,” Haslam said.

“As a result of these repairs, along with the shipping containers, we increased the provisions capacity by 150% and HWW’s

overall operational sustainability.” said Lt. Micah Gustafson, USS Hershel “Woody” Williams supply officer. “This means that, now that we are fully loaded, I project our capability to meet if not exceed the goal of operational readiness we aimed for.”

HWW is currently on a scheduled deployment in the U.S. Sixth Fleet area of operations to participate in Obangame Express 2022, the largest multinational maritime exercise in Western Africa.

“As the first U.S. Navy ship permanently assigned to the AFRICOM area of responsibility, we are excited to work with our

chain management, bulk and aviation fueling capability, material handling equipment, contracting, hazardous material management, household goods and vehicle processing and postal operations to fleet, installation and other service components throughout the area of operations.

U.S. Naval Forces Europe-Africa/U.S. Sixth Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners in order to advance U.S. national interests and security and stability in Europe and Africa. 🌟



Above: The Expeditionary Sea Base USS Hershel “Woody” Williams (ESB 4) sails the Adriatic Sea. —photo by Mass Communication Specialist 1st Class Fred Gray IV

partners to improve our communication and information sharing capabilities and increase partner nation capability to improve maritime security and stability,” Capt. Michael Concannon, commanding officer, USS Hershel “Woody” Williams. “All coastal nations benefit from the free flow of materials and commerce through a safe and secure maritime domain.”

Naval Station Rota provides cargo, fuel and logistics support to units transiting the region, supporting U.S. and NATO ships with three active piers.

Site Rota is one of NAVSUP Fleet Logistics Center Sigonella’s five logistics sites positioned across Navy Region Europe, Africa, Central. Site Rota provides supply

Read more about HWW’s participation in Obangame 2022: <https://www.c6f.navy.mil/Press-Room/News/News-Display/Article/2961949/uss-hershel-woody-williams-joins-partners-allies-for-obangame-express-22/>

Engine Air Starter Reaches Wholesale Material Availability for First Time in Four Years

By Tristan Pavlik

OFFICE OF CORPORATE
COMMUNICATIONS,
NAVSUP WEAPON
SYSTEMS SUPPORT

NAVSUP Weapon Systems Support's (WSS) H-53 Integrated Weapon Support Team (IWST) achieved a significant milestone by placing 39 'A' condition Engine Air Starters in wholesale for the first time since 2018. As a result, the H-53 community is currently seeing record readiness rates, averaging 68 Mission Capable aircraft.

The IWST reduced a backlog of 169 backorders, including 80 Inventory Priority Group 1 backorders, to zero and was further able to stock 39 'A' condition assets in wholesale in Mar. 'A' condition means the material is new or repaired and ready for use by the fleet.

NAVSUP WSS worked with Eaton, the Original Equipment Manufacturer, Naval Air Systems Command (NAVAIR) and Fleet Readiness Center East (FRC-E) in order to support this effort.

The IWST began engaging Eaton in Feb. 2019 regarding the reestablishment of manufacturing capabilities for this asset.

"Through the partnership," according to Marc Diaz, NAVSUP WSS H-53 IWST deputy director, "Eaton was able to facilitate a cold production line restart of spares to support the flight line as repairs were carcass constrained." This allowed for the generation of new spares, repairs and upgrades of other configurations.

This Engine Air Starter received a high-level of attention and involved a monthly sync with leadership to discuss the initiative.

"At the high point of backorders, the commander of NAVSUP WSS was heavily

involved. It is a true testament to the success of the team to have 'A' condition assets on the wholesale shelf today," said Maj. Emilie Monaghan, NAVSUP WSS H-53 IWST director.

There were multiple challenges associated with the Engine Air Starter which compounded repair efforts for a long time. There were multiple piece part inhibitors for repairs, configuration challenges, and test bench bottlenecks.

"The different configurations of the Engine Air Starter are interchangeable, but the piece parts for the two styles are completely different," explained Maj. Monaghan.

This led to difficulties in fixing the different configurations at FRC-E, leading NAVSUP WSS to seek out Eaton to stand up as not only a second repair source but also the source for difficult to procure piece parts.

"We are currently engaged with both Eaton and FRC-E to align goals under a Public Private Partnership," explained Diaz, "in which Eaton would directly contract with FRC-E for future support, thus eliminating competition on piece part support."

Additionally, Eaton has been able to work with NAVAIR engineers on their new repair manuals. Thus, aligning both Eaton and FRC-E's repair procedures.

"The goal of this partnership is to improve piece part availability," said Ashley Steffney, NAVSUP WSS Propulsion lead, "and continue to keep our naval forces mission ready." 🌟

Right: A CH-53 Super Stallion helicopter from Marine Medium Tiltrotor Squadron (VMM) 261 (REIN) takes off from the flight deck of the amphibious transport dock ship USS New York (LPD 21).
—photo by Mass Communication Specialist 2nd Class Zane Ecklund



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

Periodical
U.S. Postage
PAID
Permit No.
0372-930

OFFICIAL BUSINESS



**Check out the new
Supply Corps Leadership
video: "A Schoolhouse
Benefitting the Entire
Supply Community."**

**An interview with Capt. Michael
York, commanding officer, Navy
Supply Corps School**

Watch it here:

youtube.com/watch?v=t92bnJMHJWE