



THE NAVY SUPPLY CORPS Newsletter

Fall 2022

SPECIAL

ASSIGNMENTS





A Message from the Chief of Supply Corps

Our team of Supply Corps officers, supply enlisted personnel, and NAVSUP employees continue to lead from the front in overcoming supply chain hurdles. The contributions of our supply community to deliver high-impact, measurable results in generating readiness, projecting combat power and sustaining Fleet and Joint force operations makes our community vital to the Navy.

Winning is the centerpiece of any strategy and winning is measurable – it produces comparative advantage and forces you to differentiate between value (A) and value (B). The only sustainable competitive advantage on the playing field or battlefield is the ability to create an adaptive team. Winning athletes and teams get real with their performance shortfalls, and work harder than others to get better every day– for game day.

We each play a critical role in developing winning sustainment solutions that make logistics services and material readily available to support our units and formations in their pursuit of achieving fleet warfighting objectives. I applaud each of you for embracing the mindset that 'legacy status-quo-performance-is-unacceptable' and that continuous learning is imperative to win in 21st century hybrid warfare.

In January, Chief of Naval Operations Adm. Michael Gilday issued the Navy's Get Real, Get Better initiative and the concept behind it in a "Call to Action" to all Navy leaders.

The principles behind Get Real, Get Better are:

- Self-assessment
- Self-correcting
- Using a learning mindset

With these principles in mind, we must fully embrace a Get Real, Get Better mindset to generate maximum effectiveness in supply chain, acquisition, and operational logistics excellence. Get Real, Get Better is about continuous improvement. It is about 'embracing the red' and working together to find and fix problems from the deck plates to the command triad, and beyond.


To that end, as individuals and as teams we are embracing a Get Real, Get Better learning mindset to self-assess our actions, dissect our processes, measure performance, 'embrace the red', think critically, hunt for leverage, fix problems and quickly elevate barriers. We must push ourselves to become more comfortable engaging in candid professional discourse up and down the chain of command. We must teach each other, adapt, and take pride in self-correcting. Underlying a learning mindset requires trust, courage, and transparency. Transparency in sharing what you learn to make others more successful. Having the courage to aim high even if you may fall short – when you miss, come back better than before. It also demands we build, protect, and preserve trust within our formations – because honest, respectful, and trusted teams are a must for mission accomplishment. Every military and civilian employee in our supply community, formations, and teams need to deeply understand how the work they do contributes to generating readiness and sustaining naval forces worldwide. We are all about winning, getting to great, and delivering high-impact mission results to our Navy, Joint, and Allied partners.

Since my last update, NSS-Supply continues to converge with other P2P and NSS initiatives in pursuit of Navy readiness and to drive greater affordability into our supply chains. To date, NSS-Supply pillars have value captured over \$700 million in savings or cost avoidance, enabling higher priority inventory and repair investments in Class IX repair parts for maritime and aviation weapons systems. Powerful data analysis is paving the way for cross-functional NSS teams who are dissecting business processes, hunting for leverage, and addressing the root causes.

In Wave 4 of NSS-S, we took on nine initiatives spanning our Navy shipyard end-to-end supply chain model and spares pools health; due-in supply inventory requirements; aviation organizational demand; maritime configuration management of critical requirements; combatting inflation; electromagnetic aircraft launch system/advanced arresting gear; and sales and operations planning. Beyond NSS-S, our teams are engaged in Get Real, Get Better work to resolve long standing Class 1 (subsistence) and Class (3) Defense Fuel Support Point deficiencies which hold our Navy and Joint Force at risk. Everywhere we look there are opportunities for improvement.

This issue of the newsletter features articles from members of our Supply Corps team serving in unique assignments across planet earth. These assignments highlight the diversity and progressive mix of field, staff and HQ experiences that provide our Supply Corps the necessary repetitions in the art and science of supporting logistics and sustainment missions with U.S., Joint and Allied partners. Each is significant to achieving maximum learning and readiness as a Supply Corps and Navy.

This has been a year full of progress and I look forward with hope and optimism to see what the future holds. Stay aggressive and mission-focused in the support we provide to the fleet. Working together we are making positive impact for our Navy and the supply chains our fleet rely upon. Thank you for your continued support and dedication as we relentlessly improve the lethality of our forces.


P.G. STAMATOPOULOS
RADM, SC, USN



NEWS FROM THE Command Master Chief

Supply Family,

First and foremost I want to say what a thrill it is to be back in the NAVSUP Enterprise, it truly is like being reunited with family. I've had multiple tours with other organizations and I have to say that the climate and working environment here at NAVSUP is second to none.

On that note, I do want to touch on some very important initiatives within our Enterprise. Command Climate Surveys, or otherwise known as Defense Equal Organizational Climate Surveys, are very important tools used across our commands to gauge the climate of the workforce. These surveys are also used to apply the right levels of effort to support our much needed people programs such as personnel recognition, Cultural Champion Network, and Command Managed Equal Opportunity. Without your feedback, it is very difficult to hone in on specific problems a command may be facing, in order to address them and find solutions. Please participate in this useful tool whether you bring a problem, a good idea, or just positive feedback on what we are doing right. Everything is welcome, as we strive to continue to make the NAVSUP workplace even better!

These surveys are not just for the military members. They are also for our civilian teammates that work hand in hand in the work place, around the world executing the NAVSUP mission. Don't think for a minute that we discount any category of our NAVSUP family—we ALL have a voice to be heard.

Shifting gears, it is with a heavy heart I come to you to address suicidal behavior. Across the Navy we are seeing stress-induced suicidal ideations and suicide attempts. So far, in 2022, we have had more than 50 service members take their lives. This is not what I wanted to write about in my opening newsletter, but it is something I MUST address. There are so many opportunities to reach out: National Hotline (988), Military OneSource (1-800-342-9647), all local Fleet and Family Support Centers, or your local Chaplain.

If we truly are to "Get real, and get better" we must self-asses and reach out, we must:

- Act transparently as leaders and program managers across the chain of command.
- Focus on what matters most—our people and our mission.
- Build learning teams through trust, respect, ownership, and accountability.

I am proud to be your NAVSUP Command Master Chief; I look forward to visiting each of our NAVSUP locations to see first-hand what great work you are all doing. A great leader once told me "Do good, do right, do what is honorable." Let's get after it NAVSUP!



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

NEWSLETTER

Fall 2022

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Supply Corps Leadership Symposium Accelerates Navy Supply Chain Transformation

From Russell Stewart

OFFICE OF CORPORATE COMMUNICATIONS, NAVAL SUPPLY SYSTEMS COMMAND

"We are accelerating our supply transformation to meet the urgent and compelling fleet need," opened Commander, Naval Supply Systems Command (NAVSUP) and 49th Chief of Supply Corps Rear Adm. Peter Stamatopoulos. "That's why the Navy has us here."

The symposium commenced with an address by keynote speaker, Vice Chief of Naval Operations Adm. Lisa Franchetti. She emphasized this is a decisive decade and the Navy must act with urgency to prepare and respond to protect freedom of the seas around the world. Franchetti highlighted our warfighting advantage starts with our people.

"I think of our people as our secret weapons," said Franchetti, addressing the 210 officers in attendance. "Taking care of our people and their families is job one everyday—understanding what they need, how they see themselves in our organization, and empowering them to succeed will build resiliency, unlock their full potential and pay big dividends as we look to get after the challenges of the future."

The symposium is an annual forum to 'level set' the Corps' leadership, introducing up-to-date themes and priorities, both reinforcing and maturing the enduring mission to integrate the Navy's supply chains end-to-end by providing acquisition, supply chain management, operational logistics and Sailor care support with mission partners to generate readiness and sustain naval forces worldwide.

"People interpret information differently on their own," said Vice Director, Joint Staff Directorate for Logistics, Rear Adm. Dion English. "Here, we all get on the same page."

Concentrating on personnel and community priorities on the first day, leadership championed the building of development opportunities to create a culture of operational excellence to produce high-impact and measurable mission results, both aggressive and courageous, and focusing on fleet operations. Doing so will grow future Supply Corps officers and NAVSUP employees with a progressive mix of field and headquarters staff experience, providing the necessary

repetitions in the art and science of supporting logistics and sustainment missions.

Additionally, renewing focus on talent management processes will develop leaders who are accountable for right and wrong, success and failure; honest, trusted and selfless; with fiduciary responsibility for personnel, material, and fiscal resources.

The Supply Corps will elevate and build upon the Naval Sustainment System-Supply vanguard to develop leaders, mentors, and coaches who foster a proactive mindset that puts a culture of inclusion and continuous improvement through self-assessment, critical thinking, and candid professional engagement with juniors and seniors alike into day-to-day practice. This will yield a better informed supply vanguard of mentors and coaches capable of leveraging diverse networks and promoting esprit-de-corps with a collective identity.

The deliberate effort invested in our Supply Corps community is a direct reflection of the enduring intent to increase naval readiness through peerless maritime logistics.

Time was also spent taking an in depth look at the Navy Supply Corps lines of operation: Acquisition and Lifecycle Sustainment; the management and procurement process to acquire technologies, weapons systems, programs, lifecycle product support and logistics necessary to maintain and prolong a weapon systems operational availability.

Supply Chain Management; a cross-functional approach to integrate procurement, suppliers, manufacturers, warehouses and end-users to deliver products and services for military material applications to satisfy service readiness requirements.

Operational Logistics; addresses sustainment within the military theater of operation. It connects the supply chain and logistics effort of the strategic level w/ those of the tactical level necessary to maintain and prolong operations until mission accomplishment.

"Ready for Sea," Afloat and Expeditionary—Procuring materials, storing materials, and expending materials necessary to maintain and prolong operations until mission accomplishment.

"There is an awakening across the DoD," said Stamatopoulos. "Sustain the force, that's not just a NAVSUP HQ mission, that's everybody's mission wherever you serve."

'Wherever' includes not just locations where traditional Navy assets are present, but extends across all armed forces along with our Joint and Allied partners.

"Creating and strengthening our multi-dimension networks, both virtual and kinetic, creates options for leaders and dilemmas for our adversaries," Rear Adm. English clarified, regarding the potential contested logistics environment of the future. "Every Joint doctrine we employ today and into the future has logistics equities within, and require our active participation for optimal outcomes."

With the majority of the Supply Corps' senior leaders gathered, much of the many sessions focused on how to lead the Navy into the future while preparing for known threats and those yet to be encountered. Time and again, speakers turned their attention to what it means to lead the world's premier naval fighting force.

"With seniority comes responsibility, not entitlement... serve when, where needed," challenged Director of Logistics, Fleet Supply and Ordnance, Commander Pacific Fleet Rear Adm. Kristin Acquavella. "Be the expert with a tenacious warfighting mindset."

The persistent themes of honest self-assessment of our teams, transforming our supply chains and sustaining an unparalleled naval presence around the planet, drove this symposium to a rewarding conclusion, proving once again to be a lucrative investment for the officers, the Supply Corps and the Navy.

"History shows the navy which adapts, learns, and improves the fastest gains an enduring warfighting advantage," remarked Chief of Naval Operations, Adm. Michael Gilday at the 2022 Surface Navy Association Symposium. "The essential element is fostering an ecosystem—a culture—that assesses, corrects, and innovates better than the opposition." 🌟



Senior leaders throughout the Supply Corps and from around the world gather at the Supply Corps Senior Leadership Symposium at the National Conference Center in Leesburg, Virginia. —photo by Karissa Murdock.

Here Comes the Judge: Camp Lemonnier Sailor Supplies Her Goals

By Petty Officer 1st Class Christopher Previc

“I've been having the plan to become a judge since eighth grade,” U.S. Navy Logistics Specialist 2nd Class Jha’Shaira Farmer said, “and it's been working out. Everything has been lining up, it's been a blessing.”

In the hot East African sun of Camp Lemonnier, Djibouti (CLDJ), LS2 Farmer, assigned to the CLDJ Supply Department, looked over a gravel lot of U.S. Army vehicles being prepared to return to the United States. The decision: whether the vehicles are clean enough to meet the customs standards. The costs of getting the decision wrong are very high.

“The dirt contains bacteria and viruses from this continent that could potentially go back home to the United States,” said Farmer. “That’s a health concern, and there is a nature concern too: bugs and parasites. If we don’t inspect it thoroughly, there can be an outbreak or infestation. The whole customs inspection system, from here through every country along the way, all the way back to TSA in the states is trying to prevent that.”

The land that Farmer envisioned protecting as she scrutinized square inches on a Humvee began with her birth home of East St. Louis, Illinois, where the famous Gateway Arch is visible from across the mighty Mississippi River. East St. Louis has a complicated history all its own. The crime and poverty statistics from the years Farmer lived there were some of the highest in the country.

“My experience is not what East St. Louis is known for though,” Farmer said, “I had so many resources growing up. I grew up with my great-grandmother. I had a great church family, Mount Sinai Missionary Baptist Church—still love them to this day—sweet people. They really helped create a solid foundation for me.”

Farmer experienced support from a village of teachers and mentors as well. A non-profit organization, East Side Aligned, developed during her high school years through the support of the United Way of Greater St. Louis. The organization focused on connecting residents to after school tutoring, elderly care, meals, and access to other community programs. It allowed Farmer to focus on her education and build her transcript for college.

This experience of connecting available resources with the right patron cultivated a passion for supply within Farmer.

“I went to Navy basic training in July, 2017, and flew down to “A” school in Naval Air Station Meridian, Mississippi, in September,” said Farmer. “I was definitely excited to work in logistics.”

For Camp Lemonnier, customs is just one of her duties. Her primary role in the supply department is as a logistics support representative.

“A logistics specialist can work basically anywhere,” said Farmer, “but a logistics support representative is specifically working with the ships when they come into port.”

When a U.S. Navy ship is scheduled to arrive at the Port of Djibouti, there will be a long list of standard needs that must be fulfilled to guarantee the Sailors aboard are operating at the top of their game. That begins with food and provisions, and a large order will be placed for multiple pallets with the Defense Logistics Agency (DLA) and the Navy Exchange. Then there is coordination with the post office for mail, American Red Cross for messages, the ID office to update common access cards, and any other requests added to the checklist.

“If the ship is at the pier at 10:30 that morning, then I’m getting up at 6:00,” said Farmer. “That’s getting my Sailors together, having breakfast, checking the pallets, and getting into the office for the checklist. There are port passes required to bring any cargo on or off the pier. There are a lot of memos and paperwork in the manifest that need reviewed—it requires some discernment—got to get it right.”

With their own stack of water bottles in the truck for the 106 degree Fahrenheit weather, there were constant checkpoints called over the radio while driving up the road. DLA was bringing a team this time, trailing in another car, and that required additional escort permission work at the main gate. With everything prepped, Farmer and her team passed through the final security checkpoint and stepped onto the pier.

“We’re meeting with the husbanding agency, the folks with the forklifts and cranes,” Farmer said on the hard gravel sand. Ships of all sizes docked nearby and container terminals towered in clear view, a warm breeze gusted off the green-blue water, the team and the agency looked out over the bay as a tiny speck in the distance slowly grew to become a massive vessel being pushed by tugboats into its final position.

When the ship finally docked and the mooring lines tied into place, Farmer and her team walked up the the brow. After gaining permission to come aboard, they met with the supply officer, coordinated the plan of loading and unloading and how they would transport Sailors to and from base to meet their needs. All items on the list checked, the team returned to the office.

“There are emails coming in, because there are other ships in port as well,” said Farmer, back at her desk, a stack of folders in her inbox. “It’s constant correspondence and recaps, because we need to make sure we are all on the same page.”

Logic, processes and application: It is times like this, Farmer said, that she is glad she obtained a bachelor’s degree in accounting.

“If the ship is at the pier at 10:30 that morning, then I’m getting up at 6:00,” said Farmer. “That’s getting my Sailors together, having breakfast, checking the pallets, and getting into the office for the checklist. There are port passes required to bring any cargo on or off the pier. There are a lot of memos and paperwork in the manifest that need reviewed—it requires some discernment—got to get it right.” –LS2 Farmer

When Farmer graduated from Logistics Specialist Accession training in Meridian, she shifted her sites and energy to the University of Arkansas at Pine Bluff (UAPB) a satellite campus in the University of Arkansas system and a legacy HBCU (historically black college or university). She was ready to start the spring 2018 semester.

“I didn’t have anything in writing,” said Farmer, “but I knew my transcript would speak for itself.”



Logistics Specialist 2nd Class Jha'Sharai Farmer, from East St. Louis, Illinois, a certified customs inspector, stands for a portrait during a customs inspection of vehicles and containers on Camp Lemonnier, Djibouti (CLDJ) prior to their departure from the continent of Africa. CLDJ serves as an expeditionary base for U.S. military forces providing support to ships, aircraft and personnel that ensure security throughout Europe, Africa and Southwest Asia. —photo by Mass Communication Specialist 1st Class Christopher Previc

Farmer had toured a lot of different colleges and universities during high school. She also knew she did not want any student loans, and another school had offered close to a full-ride scholarship to attend. Farmer got the sense though that she may be treated like a number there, and trusted her gut to keep looking.

While touring UAPB, she had run into students that she had played basketball with back in East Saint Louis. Throughout boot camp and “A” School, she kept feeling that Pine Bluff would be comfortable fit, a place that would invest in her as a person, even though it was all the way down in Arkansas.

“I went right to the recruitment office, and found out that the people working there had really close ties to my high school,” said Farmer. “I mean, really close. They knew my counselors by name and got right on the phone with them.”

Sitting in the office that morning, Farmer qualified for “The University Scholarship,” a high requirement, competitive scholarship.

“The only thing that wasn’t covered was books,” she said.

“I truly believe everything connects,” Farmer said. “It just helps bring that extra knowledge.”

As serious as Jha’Shaira Farmer is in her professional development, she said she pays

even more attention to her self-development, what she calls a “student of life” mentality.

“I’m big on self-awareness, on really understanding where I am in my reality and trying to make the best out of every situation that I’m in and learning how I may need to grow in that process,” said Farmer.

With that charge, Farmer also made time to become an assistant suicide prevention coordinator on Camp Lemonnier. The gravity that pulled her to that calling has personal roots.

“It’s not a secret,” said Farmer. “Yes, my mom was diagnosed with an extreme version of bipolar schizophrenia. Our family was able to get her the supports she needs. She’s in a stable place now — this is where my passion for mental health stems from.”

Farmer pulls from the experiences of different family members, of different friends that also deal with different challenges. She leans on experiences as a tutor with East Side Aligned for children at Mount Sinai Missionary Baptist Church, a labor of love that earned her a Governor’s Volunteer Service Award just out of high school. She draws on the emotions she experienced when a close university classmate passed away in a car accident her sophomore year.

“So my thought process on that is, you know, in what ways can I help people realize everything that they need to have,” said

Farmer. “Even in the military, we have all these resources, but a lot of people don’t take advantage of them.”

“Maybe they don’t know that they’re there.”

And that is where it all culminates for Farmer: the land she wants to protect, the resources she wants to distribute, the information she wants to discern. After a year of preparing for and deploying to Africa to perform her duty as a U.S. Navy Reservist, it is time to take the next step.

“I’ve been enlightened by different officers on this deployment on how being a Judge Advocate General (JAG) will give me the responsibilities and experiences I need to become a federal judge,” said Farmer. Farmer’s next step in the plan, the plan that has been a blessing since the eighth grade, is to use her G.I. Bill to attend law school.

Camp Lemonnier, Djibouti serves as an expeditionary base for U.S. military forces providing support to ships, aircraft, and personnel that ensure security and stability throughout Europe, Africa and Southwest Asia. The Department of Defense supports our African partners with capacity building, strengthening defense institutions, and supporting a whole-of government approach in the region, so diplomatic and developmental solutions can take root. 🌟



U.S. Navy Lt. j.g. Martha Byrne, a member of the F-35 Joint Program Office's Air Vehicle Systems Financial Team as part of a Business Financial Management Internship in Crystal City
—photo by Chief Petty Officer America Henry

Lt.j.g. Martha Byrne Brings Financial Management Persistence to Support Program Affordability

By F-35 Joint Program Office Digital Media

A wave of young personnel joined the F-35 Joint Program Office (JPO), eager to support the F-35 Lightning II, the Department of Defense's lethal fifth-generation air system. Lt. j.g. Martha Byrne is one of them. She is part of an up-and-coming female workforce that will grow the capability, availability, and affordability of the F-35.

Byrne is proud to be a conscientious steward of government funds as an intern on the JPO's business financial management team. Her journey started at the United States Naval Academy in 2014.

"I chose that route because I came from a military family, and the academy wanted me to play lacrosse," said Byrne. "But my love of math, especially calculus, won out over athletics during my final two years."

Fresh out of the academy, the young supply corps officer was assigned as a division officer on USS Mobile Bay (CG-53) while it completed a global deployment from 2018 to 2019. She learned the primary responsibilities of accounting and balancing budgets, the different hubs around the world to get replacement parts, and the outline of the food standards required on a ship. She explained that her job was a "behind the scenes" position that focused on securing funds and pushing through budgets to meet the mission at hand and required persistence.

"I had an eye-opening experience on Mobile Bay. I love doing this type of work because it matches my personality," said Byrne. "So I dove into my job and began to excel at it."

"My supervising supply corps officer and role model aboard the USS Mobile Bay told me to come to Washington, D.C., for an internship," Byrne said. "She recommended contracting or business financial management, saying that understanding where the money comes from and how to get the money will set you up for any supply corps position in the future."

Byrne came to JPO in October 2021 as part of the business financial management team that focuses on vehicle systems procurement.

"I work with the procurement and modification budget line items," explained Byrne. "It is understanding the past, present, and future presidential budgets and formulating execution plans based on that. In addition, it is important to understand the contracting process of the F-35 program and its requirements. For example, what is needed this year, what was needed last year, and what will be needed in the coming years."

Cmdr. Tony Nguyen, the business financial management lead for vehicle systems at the JPO's Air Vehicle Program Management Office and Byrne's supervisor, is a member of the JPO financial management team that manages the budget that funds everything at the JPO.

"It is important to have an enthusiastic young officer like Martha working here because the JPO is getting a very high-quality member. It also benefits her and the Navy as she develops her professional knowledge working in the largest acquisition program in the Department of Defense," said Nguyen.

Nguyen said Byrne is the "right person for the job" because he views her as being detail-oriented and proactive person with integrity who always completes her work.

"Those are the characteristics we want in all our people," said Nguyen, "especially on our business financial management teams."

Byrne's team breaks down the air vehicle systems procurement budget month by month for the year to ensure they are executing on track. The team is primarily focused on efficiently obligating funds over fiscal years '20, '21 and '23, and the team stays in constant coordination with the JPO contracts team, which works closely with the program's main contractors. Additionally, the financial management team reviews a multitude of funding documents to make sure the budget spend plan matches and that we're pulling from the correct lines of accounting.

The process allows Byrne to see the big picture of affordability. "I appreciate understanding how a budget works: when it needs to be executed, and my part is executing it on time," she said, adding that she appreciates working to be a good steward of tax payer dollars by making sure the money gets put to good use.

"It was a big learning curve," Byrne said of the job, "but my personality and drive helped me in this new position because I pushed myself to pick it up quickly. I learned the specific technical requirements and am always willing to learn more to better myself."

Byrne said she's meticulous because she knows that the extra

attention will best support the warfighters, international partners, and customers. She is also growing as a financial management professional.

"I finish almost every day having learned something new, which is rewarding," said Byrne, adding that the work may be hard, but she views herself as getting smarter every day.

"The JPO is a place where you get immediate feedback, and that can be tough until you remember that we all have the same mission," Byrne continued. "So keep that team mentality and bring our warfighters home alive." 🌟



Strengthening the U.S./UK Alliance and Building Interoperability as a Supply Corps Exchange Officer

By Lt. Cmdr. Patrick Amundson
ROYAL NAVY HEADQUARTERS,
PORTSMOUTH, UNITED KINGDOM, NAVY
FORCE GENERATION LOGISTICS-AVIATION

was selected as one of Supply Corps' Personnel Exchange Program officers to the United Kingdom and positioned at Royal Navy Command Headquarters to

build U.S./UK Allied interoperability in the F-35B platform, while progressing UK's newest Queen Elizabeth Class Carrier Strike Group sustainment to Full Operational Capability.

To characterize the Personnel Exchange Program (PEP) special assignment as unique is an understatement. Even before arriving at Royal Navy Command Headquarters, the commute alone brings approximately 830 years of history into view: the Portsmouth naval base itself was founded by Richard I (The Lionheart) in 1194. HMS Warrior, Royal Navy's 40-gun ironclad sailing warship built in 1859, and HMS Prince of Wales (RO9), UK's newest aircraft carrier built almost 160 years later are on adjacent piers. Our own Supply Corps' legacy of warfighter support is interwoven inexorably into Great Britain's fabric of naval history and has served as a uniting force between our respective navies, in 20th century world conflicts and extending into present-day global challenges.

In what Ministry of Defense deemed "The Year of Delivery," 2020-21 marked Royal Navy's effort to bring sustained warfighting to their newest carrier class and embarked squadrons, including the Marine Corps' VMFA-211. This support effort to UK carrier programs, still at Initial Operational Capability, was slated to commence against a backdrop of Britain's departure from the European Union, subsequent global pandemic, and Afghanistan withdrawal. Operation FORTIS, the first UK/U.S. embarked carrier deployment in over a decade, would be the resultant achievement, made even more

noteworthy because of its success through such unprecedented logistics challenges and marginalized supply chains across the world. For a Supply Corps exchange officer, it could not be a more exciting time to bring sustainment solutions to an allied program and be considered a source of innovation in progressing warfighting capabilities at all levels.

Adopting strategies from our own readiness framework on U.S. carriers, aggressive material expediting and financial prioritization helped deliver required initial aviation consolidated allowance list levels to both UK and U.S. Marine Corps embarked squadrons for deployment. Upon completion, Operation FORTIS produced a wealth of lessons identified which were exploited and operationally assimilated, with direct impacts to strategy, policy, and tactics. U.S. exchange officers are looked at to directly shape how those sustainment strategies should best fit into that allied space. Mutual training for personnel on F-35 technical systems like ALIS/ODIN, maturation of inventory and audit practices on F-35 material holdings, and even the way in which lessons identified are captured by higher echelons were among many initiatives supported to inform the next round of warfighters of best practices and deliver effective TYCOM-level guidance to ensure material accountability. Because Afloat Spares Pack (ASP) holdings of F-35B – repair parts allowances for any weapon system, for that matter – are directly tied with lethality, our improvements to the effectiveness of ASP holdings benefit both U.S. Marine Corps and UK logisticians. Interoperability in common

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platforms, technical systems, and means of re-supply bolster allied work together and make that business all the more enabled.

Our supply community takes great strides to ensure long-term sustainable advantages within our U.S. end-to-end supply chains. Going forward, this assurance will necessarily include leveraging allies like UK, and Host Nation Supported initiatives. PEP Officers in UK are lead-ins for Defense to U.S. Embassy and attaché leadership for support brokering sustainment strategies such as fuels arrangements in UK for U.S. Navy units and building connectedness between UK Defense Munitions and NAVSUP Fleet Logistics Center Sigonella to shorten material transit distance, to name a few.

As our mission continually increases in the Baltic, High North, and Arctic, a Supply Corps officer can expect to play a key role in influencing the ability of our mutual navies to adapt and anticipate changes in these complex environments, and be seen

as critical to the advance of our mission. At the same time, a PEP officer has the opportunity to collaborate "across the pond" with the talented teams at NAVSUP Headquarters, Fleet Forces Command N41, OPNAV, U.S. Marine Corps Headquarters, and NAVSUP Weapon Systems Support F-35 Integrated Weapon Support Team, some of the most talented leaders in the business and reason enough to seriously consider becoming a candidate for a PEP billet.

Sir Winston Churchill described America and Great Britain's "special relationship," in a March 1946 speech in Fulton, Missouri, while he toured America. "The special relationship between the British Commonwealth and Empire and the United States," is certainly an exceptional one; like so many of his era a product of the Anglo-American relationship, Churchill's use of the phrase expressed our unique and unequivocal reliance on each other, in ways unlike others. That diplomatic sentiment

is manifested in today's Supply Corps exchange posts, where U.S. and UK Allied operations are strengthened.

Our shared values and longstanding relationship with United Kingdom as Allied mission partner enables NAVSUP and the Supply Corps to operate world-wide to support naval and Joint forces. Working directly in Royal Navy as an exchange officer is an unequivocally unique opportunity that should be strongly considered in career development and professional trajectory. 🌟

Supply Corps officers interested in learning more about the Supply Corps Personnel Exchange Program selection requirements should contact the Supply Corps Career Counselor at supplycorpscarerecounselor@navy.mil



AEGIS Ballistic Missile Defense Operational Fleet Readiness

By Capt. Bruce Kong

MISSILE DEFENSE AGENCY, AEGIS BMD OPERATIONAL FLEET READINESS DIRECTOR

The Missile Defense Agency (MDA), located at Fort Belvoir Virginia, is responsible to the Under Secretary of Defense for Acquisition, Technology & Logistics (USD(AT&L)) for all aspects of the Ballistic Missile Defense (BMD) Program and serves as the principal agent for program planning and execution. MDA's mission is to develop and deploy a layered Missile Defense System to defend the United States, its deployed forces, allies, and friends from missile attacks in all phases of flight. MDA is responsible for the total Operational Readiness Capabilities of 44 AEGIS Ballistic Missile Defense Ships supporting the naval fleet.

MDA supports the Naval AEGIS Weapon System, Missile System, and Strategic BMD Test Planning for cruisers and destroyers. It also provides billions of dollars for the acquisition of critical strategic missile systems, weapons systems and combat systems.

Within the MDA, AEGIS Ballistic Missile Defense Program Office (AB) is responsible to deliver an enduring, operationally effective and supportable ballistic missile defense capability in AEGIS cruisers and destroyers, in defense of the U.S., our deployed forces, allies and friends to increase the effectiveness of the greater Ballistic Missile Defense System (BMDS) by both providing and gaining synergy from other BMDS elements.

With an annual budget of \$1.6 billion in procurement and research and development funding for AEGIS BMD efforts, including funding for two AEGIS Ashore sites in Poland and Romania, MDA's budget also includes operations, maintenance, and military construction funding for the AEGIS BMD program.

Missile Defense Agency AB, Sea Based Weapons System, director of Fleet Operation and Readiness, acts as the voice for Supply Chain Management and AEGIS Ballistic Missile Defense Spares. As Director Fleet Operation and Readiness at Fort Belvoir Virginia, I am the first naval supply senior logistics expert to oversee AEGIS BMD critical logistics and readiness requirements. The Fleet Operations and Readiness Program directly engages with high level AEGIS BMD ship stakeholders to resolve and improve awareness of supply and demand issues for AEGIS BMD ships to include training program for critical systems to increase operational readiness for all 44 AEGIS BMD capable platforms and system baselines.

The office is accountable for AEGIS BMD operational and readiness status, sparing, upgrades and requirements for the type commands during shipboard availability and decommissioning. In addition, it provides regular updates to the fleet on future requirements, trends and systemic material issues that require budget planning and cost requirements for the nations Navy AEGIS BMD Fleet. 🌟

Check out the new Supply Corps Leadership video: "Supply Community Leadership Perspectives: Naval Sustainment System-Supply"

An interview with Rear Adm. Matthew Ott, U.S. Fleet Forces Command

Watch it here: <https://www.youtube.com/watch?v=fytAUigpf60>

REAR ADM. MATTHEW N. OTT
DEPUTY CHIEF OF STAFF FOR FLEET ORDNANCE AND
SUPPLY/FLEET SUPPLY OFFICER N41, U.S. FLEET FORCES COMMAND



U.S. Military Training Mission (USMTM) trains and advises the Royal Saudi Naval Forces (RSNF) through security cooperation to develop and sustain a capable maritime defense force while strengthening strategic partnerships. Naval Forces Division headquarters is based in Riyadh, Kingdom of Saudi Arabia, with detachments operating in Jeddah and Jubail, supporting the western and eastern fleets.

Building Lasting Relationships Through Security Cooperation

By Lt. Andrew Peters

LOGISTICS ADVISOR, UNITED STATES MILITARY TRAINING MISSION, NAVAL FORCES DIVISION DETACHMENT JUBAIL, SAUDI ARABIA

The Eastern Fleet advisor works on King Abdulaziz Naval Base, interfacing daily with Saudi supply officers and advising them on process improvement techniques, leveraging efficiencies, warehousing best practices, and other logistics operations. These are accomplished through formal meetings with RSNF senior leadership or informal point papers and on-the-job training. RSNF Eastern Fleet operates 1980s era Al Sadiq-class patrol boats and Badr-class corvettes built in the United States that require significant U.S. assistance to maintain a sea-worthy status.

As RSNF operational schedules change, one can expect to shift to meet new priorities ensuring no two weeks are alike. Typical duties include:

- Working with Navy International Program Office to ensure RSNF Ship Repair Facility and Naval Supply Center are prepared for in-country upgrade and grooming visits.
- Keeping RSNF stakeholders informed of International Traffic in Arms Regulations and customs requirements when exporting defense and military-related technologies to safeguard U.S. national security and further U.S. foreign policy objectives.
- Acting as a liaison to husbanding service providers and contracting officer representatives during port visits supporting the U.S. Navy/U.S. Coast Guard exercise Nautical Defender.
- Attending progress meetings for Foreign Military Sales cases such as the TUWAIQ Multi-Mission Surface Combatant project and MH-60R procurement/sustainment cases.

Working for USMTM is a vast departure from traditional billet choices, but is rewarding in ways as unique as its location. Logistics advisors require a broad skill set to identify problem areas, prioritize various tasks, and strengthen strategic partnerships. Advisors will accrue joint credit and have the opportunity to earn Security Cooperation Workforce certification. The embedded advisor experience in Saudi Arabia. It keeps the U.S. engaged with a strategic partner, allows for increased interoperability with our navies, and leads to unique opportunities for engagement. Never has there been a more critical time in our nation's history to foster good relations with other countries and strengthen our allies and strategic partners.

Chief of Naval Operations Adm. Michael Gilday states in his "Charge of Command" released on 10 January 2022 that "trust and effective communications—absolute necessities in combat—must be developed and perfected in times of peace." This position exemplifies his ideas. If you're looking for a challenging billet with few limitations on how you can attack everyday problems, this job is for you. 🌟



Opportunity to Serve Down Under

By Lt. Carter West

U.S. NAVAL EXCHANGE OFFICER, SO3 LOGISTICS PLANS OFFICER AUSTRALIAN DEPARTMENT OF DEFENCE-JOINT LOGISTICS COMMAND JLC OPERATIONS-LOGISTICS PLANS CELL, CANBERRA, AUSTRALIA

I am extremely fortunate to be serving as an exchange officer with the Australian Defence Force (ADF) at the Joint Logistics Command (JLC) in Canberra, Australia. JLC is a two-star headquarters, which encompasses the Explosives Ordnance, Supply Chain, Fuel Services, Strategic Logistics, and Logistics Assurance Branches. These branches form the physical and staffing infrastructures of logistics supporting Australian Defence Operations. Personnel Exchange Program Australia-Canberra transplants me to the JLC-Operations Planning Cell, a tight knit team of roughly four ADF officers who attend conferences, write orders, and liaise with ADF and partner nations to support Joint, combined, and other large scale ADF operations. From day one you begin soaking up corporate knowledge on these branches, and quickly take on an advisory role to ADF and Australian Partner Nation operational planners on behalf of JLC.

My favorite part of this tour is how inherently immersed I am with Australian culture both in and out of work. ADF members fill my chain of command in both directions, and I have the opportunity to independently represent our Department of Defense (DOD). As a JLC Planner, I'm expected to conduct work across Australia in support of planning conferences throughout the year. These conferences are primarily hosted in major cities to include Darwin, Brisbane, Melbourne, and Sydney. Providing constructive feedback to ADF planners while wearing a different uniform undoubtedly strengthens the United States-Australian alliance, and it's extremely rewarding to see how logistics are practiced in a comparatively remote country.

One of the unique parts of being a United States-Australian exchange is eligibility to participate in Defence Sport. There exist 29 ADF Sports Associations which not only

include traditional sports, but also surfing, mountain biking, and sport parachuting. As a sport skydiver, I'm active with the ADF Parachuting Association. We take part in Defence funded training events throughout the year and compete at an annual seven-day Military Nationals competition. These opportunities exist for all ADF and exchanges, no matter where your posting is in Australia. Engagement with ADF Sport is truly a unique opportunity, and the friendships I've made through the ADF Parachute team will extend far beyond my exchange.

There are some unique challenges with exchange tours, most notably the absence of immediate U.S. support networks; however, a good deal of independence, maturity, and confidence in your own abilities. I feel incredibly fortunate to have this opportunity, and I would highly encourage interested 3100s to pursue an exchange. 🌟



Above bottom: Lt. Carter West (closest to camera, blue/white/black striped suit), leading a training jump.



MILNATS 2 – Lt. Carter West (far right) and ADF wingsuiters after the competition.

Defense POW/MIA Accounting Agency and POW/MIA Accounting Operations in Laos

By Lt. Cmdr. Vince Tes

DEPUTY COMMANDER,
DETACHMENT 3 VIENTIANE,
LAO DEFENSE POW/MIA
ACCOUNTING AGENCY

LT. CMDR. TES IS A SUPPLY CORPS
OFFICER STATIONED PACOM JOINT
POW/MIA COMMAND, LAOS.

Above: U.S. recovery team members work closely with local Lao villagers, who provide assistance at archeological excavation of a crash site in remote Laos. —photo by Seaman Zachary Grooman



When people hear about the POW/MIA accounting mission, many tend to exclusively associate that mission with the country of Vietnam, not realizing there are also many unaccounted-for American servicemen from the Vietnam War lost in neighboring Cambodia and Laos. In fact, at the end of the Vietnam War, there were 573 unaccounted-for Americans missing in Laos, posing a daunting challenge to the United States Government in how to account for the missing. While the first joint United States-Lao field activity missions began in 1985, it was not until 1992 that the United States government was able to establish a more permanent presence in-country to facilitate the planning, coordination, and execution of the POW/MIA accounting mission.

Detachment 3, of the Defense POW/MIA Accounting Agency (DPAA) was officially established in Vientiane, Lao People's Democratic Republic in 1992 and has played a key role in planning, coordinating, and executing more than 155 POW/MIA accounting missions (known as Joint Field Activities) in-country. DPAA Detachment Three provides the mission command and logistical support for all DPAA POW/MIA accounting operations in the Lao People's Democratic Republic in order to achieve the fullest possible accounting of missing Americans

from past conflicts. DPAA Detachment 3 has four lines of effort, which include (1) maintain access with the Host Nation for DPAA operations; (2) command and control of DPAA elements operating in Laos; (3) provide mission/logistical support for DPAA operations; and (4) synchronize DPAA operations with U.S. Embassy objectives.

DPAA and Detachment 3 execute up to five Joint Field Activity (JFA) missions per year with Lao host nation counterparts. Each mission typically consists of three Recovery Teams—each recovery team being comprised of 15-20 personnel, depending on the site. The JFA mission duration is usually between 35 and 45 days. The mission and intent is to excavate each site (whether it be an aircraft crash site or burial site) as quickly and efficiently as possible through these JFAs. In addition to recovery teams, DPAA also fields investigation teams and collaborates closely with a specialized Defense Intelligence Agency unit known as “Stony Beach,” focused on locating and interviewing witnesses and Lao veterans with potential knowledge of unaccounted-for Americans before the opportunity passes, as time remains our greatest enemy.

JFAs are focused on one of three geographical clusters of sites for greater operational flexibility, efficiency, and smoother coordination. Successive JFAs

will generally focus on one large cluster at a time, until recovery operations within that cluster are complete. When opening a new geographical cluster, priority is given to open sites ready for immediate excavation. Archaeological surveys, reconnaissance, and infrastructure improvements to other sites within the cluster are also integrated into early missions within a geographic cluster, in order to prepare those sites for excavation during later missions. This allows for quicker excavation of sites, and reduces lost work time from continually closing and re-opening each site over multiple JFA missions. Working in geographic clusters, increases operational effectiveness and efficiency, while reducing costs.

Of the 573 Americans originally missing in Laos since 1973, DPAA has recovered and identified 288 personnel, with 285 American servicemen remaining unaccounted-for in Laos today. Every JFA mission is unique given location, terrain, accessibility, and threats from Unexploded Ordnance (UXO). With Laos being the most bombed country in the world, most of the sites DPAA excavates are located in areas saturated with UXO.

During the war, most of the bombing occurred along the Ho Chi Minh Trail in central and southern Laos, as well as in Xiengkhouang province in the north. In addition, most sites are located in very remote, austere locations that require trail improvements to ensure teams can safely and effectively access the site daily from an established base camp or bivouac. Other challenges to the mission include acidic soil and site encroachment due to development activity.

Much of what determines mission success is what is done before recovery teams even arrive in country. Detachment 3's ability to mitigate these challenges and address requirements “left of mission” is the single most critical factor that leads to a successful JFA mission. Detachment 3 adheres to a very high standard of making a site to be excavated “shovel-ready,” so the recovery teams can focus exclusively on finding and recovering unaccounted-for Americans and not waste time with challenges in the area or on the site itself.

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Top photo: A joint U.S.-Lao repatriation ceremony of possible remains of unaccounted-for American servicemen at Wattay International Airport, Vientiane Capital, Lao People's Democratic Republic, December 2021.—photo by Staff Sgt. Michael O'Neal

Bottom photo: U.S. recovery team members work closely with local Lao villagers, who provide assistance at archeological excavation of a crash site in remote Laos.—photo by Staff Sgt. Michael O'Neal



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By far, the greatest challenge to the mission is time itself. With time passing each year, DPAA actively seeks creative and innovative ways to accelerate the pace and scope of the POW/MIA accounting mission in Laos in order to complete excavation at all sites correlated to missing Americans. This is a daunting challenge, which requires a transition from the five episodic JFA missions per year to a more robust, persistent, continuous operations model that best optimizes time, personnel, and resources.

In the end, as a nation and as a people, we seek to nobly do for these fellow Americans and their families, what we would expect and hope they would do for us if the situation were reversed. As President Ronald Reagan said, speaking to the families of these missing American servicemen, “we write no last chapters; we close no books; we put away no final memories until your questions are answered.” Until then, the men and women of DPAA and Detachment Three are fulfilling our nations promise! 🌟

Below: During an investigation mission in Laos, a U.S. Team member interviews Lao witnesses and veterans concerning information about unaccounted-for Americans. —photo by Staff Sgt. James Thompson



Top photos: Most sites to be excavated in Laos can only be accessed remotely by helicopter or other unconventional means. —photo by Staff Sgt. James Thompson

Navy Uniforms: Navy Exchange Service Command Has You Covered

By Lt. Tyrell Yorke

SUPPLY CORPS, INTEGRATED LOGISTICS SUPPORT INTERN, NAVY EXCHANGE SERVICE COMMAND

For U.S. Navy Sailors around the globe, mornings are not spent deliberating what to wear, rather we simply pull out of our closet the uniform of the day. Not many of us spend time wondering about the type of stitch or why a certain material was used, or even the processes behind its development and distribution; most simply want to look and feel professional. But, we never really have to ask why a certain type of thread used, why a button instead of Velcro is used, will this uniform protect me from cold temperatures, or how were the stock levels determined.

Thankfully, there are people who do ask those questions— a hard-charging, devoted team that executes two of the seven missions under Navy Exchange Service Command (NEXCOM)— the Uniform Program Management Office (UPMO) headquartered in Virginia Beach, Virginia, and the Navy Clothing and Textile Research Facility (NCTRF) located in Natick, Massachusetts. These dedicated professionals provide approved, certified and the highest-quality uniforms for our nation's Sailors.

“Starting with uniform research and development to its distribution, the UPMO and NCTRF teams remain committed to providing our Navy Sailors with functional uniforms to perform in any operational environment,” explained

Personnel assigned to the Navy Exchange Service Command's Navy Clothing and Textile Research Facility records the fit information of a Service Dress Khaki Uniform on a U.S. Navy Petty Officer participating in the Female Size Standardization Fit Test held in July 2022 in Norfolk, Virginia. —photos by NEXCOM

Cdr. Terri Gabriel, deputy commander Uniform Programs for NEXCOM. “The teams’ diverse skillsets and knowledge ensure that all uniform items are professional in appearance, effective, safe and comfortable.

Uniform Development Process

NEXCOM's UPMO and NCTRF serve as two cogs in the Navy's Uniform Program. NEXCOM takes the lead on Research and Development (R&D) and distribution following decisions made by the Uniform Matters Office (UMO) located in Washington, DC. While the three organizations work in tandem, they each have a unique role to play in bringing a Navy uniform from conception to a NEX shelf. Specifically, UMO dictates the policy and requirements for the uniform regulations, NCTRF produces the concept and design for uniforms and UPMO acts as the execution arm for all approved uniform policies/directives, getting the uniforms produced and available for purchase.

Types of Navy Uniforms

Navy uniforms are divided into three categories: Government Issue, Commercial, and Organizational Clothing/Individual Equipment (OCIE). Government Issue uniforms are items that are provided to new recruits at Boot Camp, as well as for the E-1 to E-6 enlisted seabag. Commercial uniforms are the authorized uniforms that are worn by chief petty officers (E-7 to E-9) and officers (O-1 to O-10). Finally, OCIE are uniforms managed at the fleet level to support safety within their respective areas, such as aviation, expeditionary, surface and submarines. These particular clothing items include everything from the standard Improved Flame Resistant

Variant coveralls and safety boots to the more complex Maritime Armor System Female Body Armor. The Chief of Naval Personnel provides the final approval on uniform decisions, while the Fleet Type Commanders govern OCIE articles. All uniform items are thoroughly researched and tested by NCTRF before they are worn by a Navy Sailor.



Recent Uniform Support

NEXCOM remains actively engaged in evolving strategies and developing new technology by leading the way with industry experts to ensure safe and effective uniforms for our Sailors. Most recently, the team has been focused on two initiatives that benefit our female Sailors in particular.

NEXCOM is currently supporting the Navy's Maternity Pilot Program (MPP) by managing the inventory of maternity uniform items, coordinating the tailoring and mailing of the uniform items, and tracking the uniforms for return and reissue.

The Navy's MPP was implemented in January 2022 in response to the 2021 National Defense Authorization Act, which tasked each service to establish an office for issuing maternity-related uniform items to pregnant members on a temporary basis, at no cost to the service



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member. The current MPP is slated to run until September 2025.

“NEXCOM is leading the charge, as the U.S. Navy is currently the only military service in full execution of its Maternity Pilot Program, creating the policies and procedures to help better serve our pregnant Shipmates,” said Gabriel. “The team is holding steady, and we stand at the ready continuing to accept completed maternity uniforms for their appraisal and reallocation. Most recently, the NEXCOM team finalized a number of simulations in order to make certain any maternity reissued was evaluated through a rigorous review process to ensure its fit, form and function.”

Another important project NEXCOM is working on is the Female Size Standardization study. The goal of this R&D effort is to assist women Sailors by producing better fitting uniforms. The end goal is to establish a U.S. Navy uniform that is an accurate demonstration of today’s female body type and size, as well as maintain consistency in the size and fit of all clothing and uniform items by providing the best fit first with minimal alterations.

NCTRF held a Female Size Standard-



ization fitting event in Norfolk, Virginia, in July. During the two-week long size and fit survey, nearly 440 Sailors were evaluated wearing Service Dress White shirts, Khakis and Summer Whites to assess the fit, comfort, consistency of sizes based on fabrics and construction features. In addition, data was collected



by industry consultants to assess and validate the accuracy of body types, statures and sizes as established.

Lt. Cmdr. Lindsay Shephard, who participated in the fit test, explained, “The pants and skirt fit so well.... the exciting thing about it is I was fitted by one of the clothing designers that helped design the pattern and a consultant that helped gather and analyze data that helped make the pattern. They weren’t just random folks seeing if they fit. They took measurements, put me in multiple pants to see what fit the best. Great experience.”

Challenges Among the Global Supply Chain

The global supply chain disruptions created by COVID-19 generated a wide range of production and manufacturing delays and challenges. Labor shortages, production backlogs and the rising costs of raw materials have affected the

entire retail market, and Navy uniform production has not been exempt from these challenges. NEXCOM’s Uniform team continues to work mitigation strategies for 17,000 individual uniform items that are disbursed around the world to the Enterprise’s III NEX Uniform Shops. NEXCOM experts expect for our uniform stock levels to return to normal by the end of 2022.

NEXCOM is privileged to support our Navy community throughout all of life’s moments and career milestones. As a worldwide Navy command with seven unique mission sets, we’re committed to providing for our Navy Warfighters and military families every step of the way! NEXCOM’s UPMO and NCTRF teams remain committed and at the ready, revolutionizing Navy uniforms to suit every Navy mission requirement and the needs of the Fleet. NEXCOM has you covered, and we’ve got your back! 🌟



Hazmat in a Shipyard Environment

By Lt. Keisha Williams

SUPPLY OFFICER, USS NEW YORK (LPD 21)

While each phase of the Optimized Fleet Response Plan presents its own challenges in managing logistics for a ship, Ensuring logistical support for a ship in the maintenance phase, especially at a civilian shipyard, carries with it unique hurdles that can cause frustration and delays, which ultimately lead to failure to execute basic ship maintenance during Chief of Naval Operations (CNO) maintenance availabilities.

USS New York (LPD 21) is in the final stages of a CNO availability at the National Steel and Shipbuilding Company Shipyard located in Norfolk, Virginia. As the supply officer, I reported aboard approximately six months after the ship entered the availability and immediately was faced with challenges with hazardous materials (HAZMAT). Below are some of the lessons learned and tips that our team developed as we worked through the challenges we faced.

Our HAZMAT team’s goal was to provide efficient and quality service while meeting the various requirements from the Navy and the shipyard for issuance, stowage, and disposal. As with other HAZMAT teams, New York’s relies on the temporary assignment of personnel to maintain the required manning for the operation. Working closely with the Mid-Atlantic Regional Maintenance Center (MARMC) Environmental Team, all HAZMAT was relocated to

pier side ConEx boxes and the shipyard “bottle farm.” In accordance with the requirements of NAVSEA 8010 Industrial Ship Safety Manual for Fire Prevention and Response, “For CNO scheduled availabilities, at a minimum; the Naval Supervising Authorities based on the scope of the work package shall minimize the amount of ship’s flammable and combustible material storage that remains shipboard.”

Our MARMC Project Manager was able to contract with the shipyard for three ConEx boxes. They were divided into a paint locker, flammable liquids, and hazardous waste (HAZWASTE). This process enabled the team to continue issuance of HAZMAT for the ship crew and repair teams to conduct planned maintenance on equipment not in Inactive Equipment Maintenance and preservation where necessary. One significant challenge that New York faced was HAZWASTE removal. New York was unable to get HAZWASTE removed through the normal base turn-in process due to the lack of incineration resources via third party. That caused a one month delay for the handful of ships in commercial yards. Voicing concerns lead to MARMC’s contracting team sourcing HAZWASTE removal with a private contractor which will soon be completed.

It is a best practice to offload of the majority of the ship’s HAZMAT prior to entering the yard due to limited storage space and the maintenance period work item impacts to ship systems and spaces. It is important to understand all of the impacts the ship may face during the entire maintenance period. Issues such as disruption of normal fire suppression systems, various “hot work,” specifically those that affect adjoining bulkheads of spaces containing HAZMAT, and access restrictions to spaces can create offload requirements or movements that may not have been planned initially. Our team conducted a limited offload upon the arrival in the shipyard. As we worked through the maintenance period and critically evaluated the upcoming work, we walked all spaces, including Engineering and Medical Department spaces that contained HAZMAT cylinders not in supply possession, and required an urgent offload due to the industrial environment. Our lesson learned here is that the removal of HAZMAT should be a ship-wide evolution prior to entry into the shipyard. Per the NAVSEA 8010, “Prior to major industrial hot work in the vicinity of refrigerant and air conditioning gas cylinders all portable cylinders shall be off-loaded and stowed in a suitable location until they are required to support ship

operations. These chemicals, if released to the ship’s environment, will create a potentially lethal toxic atmosphere.” Shipyard rigging requests typically require 72 hours of notice prior to execution. When another ship is in the same yard as yours, you’ll face competing priorities that cause even more delays. New York found that large working parties were the best option for our team given the stage of the yard period.

Communication is key. Your crew will occasionally need HAZMAT after-hours. We have processes established which allow after-hours HAZMAT usage if the team has duty personnel available to restore in authorized storerooms. Communication with external resources is necessary, both early and often. Since my arrival, I have worked closely with the Commander, Naval Surface Force Atlantic Logistics Specialist/Readiness team, Afloat Training Group Norfolk and Naval Facilities Engineering Command Norfolk HAZWASTE leads. We utilize all available external resources to confirm our processes and believe we can never have too much knowledge and information regarding our HAZMAT processes. We push information to the entire crew so they understand that HAZMAT is a major safety concern while in a shipyard environment and that our entire crew is part of the HAZMAT team! It is constantly preached “If you see something, say something,” so our team can correct any deficiencies that arise.

NAVSEA 8010 states “Ship’s installed hazardous material storage facilities that meet the requirements of COMNAVSEA ltr 11320 and United States Navy Regulations may remain in service for ship’s force use, provided all safety attributes and any installed fire suppression systems associated with the facility are fully operational.” However, for enhanced security, we do not authorize the use of satellite lockers in our efforts to minimize any risk of a casualty to the ship and our crew.

During these challenging times, teams continue to conduct weekly, monthly and quarterly inspections of the HAZMAT satellite lockers and storerooms. These inspections verify the lockers and storerooms have not being utilized while the ships firefighting suppressants were off line.

Our team has collected unauthorized HAZMAT during each monthly inspection. The bottom line is that safety is an all hands responsibility. Aboard New York, we take that responsibility seriously, especially when it comes to HAZMAT. 🌟



The Eisenhower School. –photo courtesy of National Defense University

Eisenhower School: Supply Officer Perspective

By **Cmdr. Michael D. Labbe**

STRATEGIC ANALYST, U.S. TRANSPORTATION COMMAND J5/4 (INTERMODAL SEALIFT)

Travel both, international and domestic; Visitation to academic institutions, technology hubs, and fortune 500 companies; lectures from U.S. government officials, leading academics, and established leaders across a variety of industries; and you receive a Master of Science in National Resource strategy and completion of the Joint Professional Military Education phase II requirement. Where is this place you ask? It is the Eisenhower School for National Security and Resource Strategy, part of the National Defense University system in the District of Columbia.

The mission statement of the college is “The Eisenhower School prepares select military officers and civilians for strategic leadership and success in developing national security strategy and in evaluating, marshaling, and managing resources in the execution of that strategy.” As both a Department of Defense military senior service college and academic institution, the Eisenhower School provides an educational program to increase strategic awareness and support concepts for joint warfighting.

As a Navy Supply Corps officer, there are many billet opportunities to consider at the O-5 rank. If you have the opportunity to attend the Eisenhower School, I would highly encourage you to take it. You will take core courses for leadership, military strategy, economics, and national security policy. In addition, you will have the chance to focus on one of 15 industry studies that range from transportation and logistics to advanced manufacturing. The way the curriculum is structured provides a unique blend to increase awareness of private industry and whole of government efforts focused on national resourcing. It also allows for extensive peer engagement with personnel across all government agencies, private industry fellows, and international partners. From my perspective, there are three unique benefits that only the Eisenhower School provides: Industry study, networking opportunities, and working in a true joint environment.

Industry studies provide an opportunity for each student to conceptualize from interactions, including tours and discussions with government agencies, private companies, and academic institutions.

Networking opportunities are both informal and formal throughout the school year. There are many informal opportunities from playing intramural sports to social events. These events allow students to interact with faculty, alumni, and members of

the other service colleges. Formal events range from university president lecture series to service branch events and opportunities hosted by international students. All opportunities are provide networking both personally and professionally for a lifetime.

Joint environment is defined by the Eisenhower School experience. From the faculty to the students, all military branches, government agencies, private industry, and international partners are represented. They all bring a unique perspective that will increase your awareness at the strategic level and your professional development as a leader.

As Navy Supply Corps officers the Eisenhower School and National Defense University provide additional tools for us as leaders. The experience challenges assumptions and provides a forum to learn from our peers across all military services, all other federal agencies, and international students. I found it to be a challenging but rewarding experience that I would recommend to any Navy Supply Corps officer if they are given the opportunity. 🌟

Industrial College of the Armed Forces. –photos courtesy of National Defense University

Lincoln Hall on the National Defense University Campus



Regal Reception in Riga

By Lt. j.g. Crystal Barnes
ASSISTANT SUPPLY OFFICER,
USS ALREIGH BURKE

On July 11, Cmdr. Peter C. Flynn, commanding officer, USS Arleigh Burke (DDG 51) and crew, hosted a reception. The event took place on the flight deck while moored at Riga, Latvia and provided an opportunity for a warfighter exchange between Latvian military forces and dignitaries and their U.S. counterparts. It also provided an opportunity for them to tour the U.S. Navy's first vessel in the Arleigh Burke class.

The reception menu consisted of a ribeye steak carving station, chicken egg rolls with sweet and sour sauce, barbeque meatballs, shrimp cocktail, turkey and vegetable pinwheels, rice pilaf, stuffed mushrooms, bacon wrapped asparagus, fresh baked dinner rolls, and a ceremonial cake.

The event provided a great opportunity for Supply Department Sailors to show their versatility to the President of the Republic of Latvia, Honorable Egils Levits; the Chief of Staff of Latvian National Armed Forces, Major General Imants Ziedins; the U.S. Ambassador to Latvia, John Carwile; and ambassadors from the embassies of Canada, the Republic of Poland, the Republic of Turkey, and the United Kingdom. The guests expressed their astonishment over the food quality and variety, food carvings, and overall event execution in such a short time after Arleigh Burke's arrival in Riga.

"Fast and Feared" Arleigh Burke continues her second forward deployed patrol in the Baltic Sea in support of NATO allies. 🌟



Left: Supply Department Food Service Attendants pose with U.S. Ambassador John Carwile. —photo by Mass Communication Specialist 2nd Class Almagissel Schuring



Above: Supply Department personnel pose with Cdr. Peter C. Flynn, commanding officer USS Arleigh Burke (DDG 51) and U.S. Ambassador John Carwile.



Left: CS2 Nathaniel Peters carves ribeye steak for reception guests. —photos by Mass Communication Specialist 2nd Class Almagissel Schuring



CAPT GERALD P. RAIA
37 years – May 1, 2022

CDR JONATHAN GRAY
30 years – May 1, 2022

LCDR JAMES WADE JONES
25 years – May 1, 2022

CAPT WADE WALLACE RINDY
27 years – June 1, 2022

CAPT WILLIAM BRETT STEVENS
30 years – June 1, 2022

CDR RICHARD DANIEL JONES
20 years – June 1, 2022

LCDR DAVID MICHAEL ROSS
20 years – June 1, 2022

LCDR TRACEY WITWER
20 years – June 1, 2022

LCDR ROMMEL LAYLO BENAVIDEZ
25 years – June 1, 2022

LCDR JOEL BENJAMIN FREY
20 years – June 1, 2022

LCDR CRAIG ANDREW KNOX
20 years – June 1, 2022

LCDR MARK CHRISTOPHER TONER
22 years – June 1, 2022

LT MARSON B. MATUTE
22 years – June 1, 2022

CAPT DAVID M. LOCKNEY
30 years – July 1, 2022

CAPT GREGORY ROBERT LASK
26 years – July 1, 2022

CAPT CHRISTIAN MICHAEL MAHLER
25 years – July 1, 2022

CDR CHRISTIN ELIZABETH CROWLEY
21 years – July 1, 2022

CDR QUY PHU NGUYEN
29 years – July 1, 2022

CDR DONNA LOUISE SMOAK
33 years – July 1, 2022

CDR SHIKINA MONIQUE TELLIS
26 years – July 1, 2022

LCDR DAVID WAYNE HILL
20 years – July 1, 2022

LCDR SCOTT WILLIAM FUTRELLE
20 years – July 1, 2022

CAPT JEFFERY P. DAVIS
29 years – July 1, 2022

CAPT PRESTON L. GILL
31 years – July 1, 2022

LCDR DARCIA M. TREADWELL
21 years – August 1, 2022



Retired Capt. Robert F. Gallagher

Retired Capt. Robert F. Gallagher, SC, USN 89, passed away on June 25, 2022. Gallagher retired from the Navy after 21 years of service while serving as the Commander Naval Air Pacific Force Supply Officer, North Island, San Diego, California. He received his bachelor's degree from the United States Naval Academy and his master's degree from Stanford University. Duty assignments include: Aviation Supply Office, Philadelphia, Pennsylvania; USS Enterprise CVAN 65, Naval Air Station Alameda, California; Naval Air Station Lemoore, Lemoore, California; Armed Forces Staff College, Norfolk, Virginia; Navy Advisory Group Vietnam, Military Assistance Command, Vietnam; Naval Supply Center Oakland, Oakland, California; Fleet Activities Center, Sasebo, Japan; Navy Finance Center, Cleveland, Ohio; and USS McNair DD 679.



Change of Command at Navy Supply Corps School

By Jessica Wharton

OFFICE OF CORPORATE COMMUNICATIONS, NAVY SUPPLY CORPS SCHOOL

Employees and guests witnessed a time-honored military tradition July 22nd at the Navy Supply Corps School in Newport, Rhode Island. Chief of the Supply Corps, Rear Adm. Peter G. Stamatopoulos presided over a change of command ceremony where Capt. Michael A. York passed command to Capt. Jason C. Warner. Warner, a native of Warren, Ohio, earned his commission in 1998 through Officer Candidate School. He earned a Master of Business Administration degree in Supply Chain Management from the Naval Postgraduate School in 2008.

Warner served as division officer on USS Enterprise (CVN 65), the pre-commissioning supply officer on USS Mesa Verde (LPD 19) and supply officer on USS John C. Stennis (CVN 74). During those tours, he contributed to the Malabar and Rim of the Pacific Exercises and operations Southern Watch, Deliberate Forge, and Enduring Freedom. Shore assignments include contracting officer's representative at the United States Naval Academy, director of Rotary Wing Contracts, and director of Integrated Weapon Support Teams, NAVSUP Weapon Systems Support, Aviation Readiness Analyst and Head Program Objective Memorandum Development Branch, Office of the Chief of Naval Operations (N80).

Warner's joint assignments include Defense Acquisition Contracting Officer intern at Defense Logistics Agency Land and Maritime, a Navy Individual Augmentee as the Manpower and Personnel Branch chief (J-1) and Theater-Wide Construction deputy branch chief of the Joint Contracting Command – Iraq/Afghanistan supporting operations Enduring Freedom and Iraqi Freedom, Operational Contract Support Branch chief and speechwriter for the Director for Logistics (J-4) The Joint Chiefs of Staff.

Warner most recently served as the director of Operations and Plans, Defense Logistics Agency – Troop Support, in Philadelphia, Pennsylvania. He is qualified as both a Navy Aviation Supply Officer and a Surface Warfare Supply Corps Officer. He is a member of the Defense Acquisition Professional Community and is a Qualified Joint Service Officer. 🌟



Top Left: Rear Adm. Peter Stamatopoulos, commander, NAVSUP and 49th Chief of Supply Corps. Rear Admiral Stamatopoulos presided over a change of command ceremony where Capt. Michael A. York passed command to Capt. Jason C. Warner.

Top Right: Capt. Michael York, off-going commanding officer, Navy Supply Corps School, passes through sideboys during a change of command ceremony on Naval Station Newport.

Bottom: Capt. Jason Warner, on-coming commanding officer, Navy Supply Corps School, passes through sideboys during a change of command ceremony on Naval Station Newport. —photos by Mass Communication Specialist 2nd Class Derien C. Luce



Staff and students from Navy Supply Corps School march in the 237th Bristol, Rhode Island Fourth of July Parade.



Navy Supply Corps School staff and students prepare to march in the Bristol, Rhode Island Fourth of July Parade.



Ens. Kai Timoll poses for a photo with a retired Navy veteran along the parade route during the Bristol, Rhode Island Fourth of July Parade. —photos by Lt. Kim Bossu

The Navy Supply Corps School Celebrates the Fourth of July

By Jessica Wharton

OFFICE OF CORPORATE COMMUNICATIONS, NAVY SUPPLY CORPS SCHOOL

Capt. Mike York and Cmdr. Monica Tate, along with staff and students from the Navy Supply Corps School (NSCS) participated in the Bristol, Rhode Island Fourth of July Parade. This year marked the 237th year of the oldest Independence Day parade in the country! NSCS Staff and students marched a little over two miles along the parade route and were honored to interact with community members and veterans along the way. The Bristol Fourth of July parade is a special time-honored tradition that NSCS is privileged to be invited back to each year. 🌟



IOSCO Students Spent the Fourth of July in our Nation's Capital

By Jessica Wharton

OFFICE OF CORPORATE COMMUNICATIONS,
NAVY SUPPLY CORPS SCHOOL

The International Officer Supply Basic Course (IOSCO 150) is a 9-week course designed to familiarize international students with the organizational structure of the United States Government, United States Navy, NAVSUP, Defense Logistics Agency, and the relationship to the Foreign Military Sales process. IOSCO addresses the Logistics Supply Chain, defined as identifying, locating, ordering and tracking assets. A component of IOSCO is a 3-week Field Study Program (FSP) intended for international military students (IMS) attending training in the United States.

The FSP promotes an understanding of U.S. society, institutions, and ideals that reflect U.S. commitment to basic principles of internationally recognized human rights. As part of the FSP, students from the IOSCO 150 class were able to spend the Fourth of July in our nation's capital. It was a memorable experience for the both the students and the international staff who accompanied them on their trip. 🌟

Left: Fireworks display on the Fourth of July in Washington, D.C..

Below: The Navy Supply Corps School's International Department, along with students from the International Officer Supply Basic Course 150 class spent the Fourth of July in the nation's capital during the Field Study Portion of their class. —photos by Dan North



3rd Battalion Receives Their First Operational Orders

By Jessica Wharton

OFFICE OF CORPORATE COMMUNICATIONS,
NAVY SUPPLY CORPS SCHOOL

On July 15, 2022 Capt. Mike York, commanding officer, Navy Supply Corps School presented orders to 3rd Battalion Echo and Foxtrot companies. Orders reading is a highly anticipated schoolhouse event in which students receive their first Operational Division Officer and Department Head Tours. Students celebrated with their peers and family members as their orders were read aloud. We look forward to seeing all of the great work these young officers will do in the fleet. 🌟



Top right: Capt. Mike York hands out operational orders to students from 3rd Battalion during Navy Supply Corps School orders reading.

Bottom right: Students from the Basic Qualification Course excitedly await the moment they find out their first operational assignments.

—photos by Chief Carla Palad





NAVSUP Business Systems Center Welcomes New Commanding Officer

By Thomas Zimmerman

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP BUSINESS SYSTEMS CENTER

Capt. David D. Carnal relieved Capt. Eugene “Gene” S. Cash, as commanding officer, NAVSUP Business Systems Center (BSC), October 14, onboard Naval Support Activity Mechanicsburg.

“Gene, you operationalized this command and ensured it was able to embrace the challenges facing the Navy and showcase the value of IT to NAVSUP and the

Navy. Naval forces cannot be effective if they are not sustained, and sustainment is not possible without the expertise and creativity of leaders like you,” said Rear Adm. Peter Stamatopoulos, commander, NAVSUP and 49th Chief of Supply Corps, guest speaker, and presiding officer for the event. He added, “Dave, I know you will rise to the challenge and you are absolutely the right person for the job. You will play a decisive

role in providing our Nation a Navy that is ready for the fight.”

Carnal most recently served as the deputy assistant commander, Supply Chain Technology and Systems Integration for NAVSUP.

“I find myself following in the footsteps of a great leader and I’m deeply honored to be a part of NAVSUP Business Systems Center,” said Carnal. “The supply chain

challenges facing our Navy are complex, unrelenting, and compelling. Addressing them requires our complete focus, effective partnerships, and synchronized efforts to deliver the necessary business system network required to support the supply chain.

For every challenge there are opportunities, and together, we will address the major logistics information technology challenges facing the NAVSUP enterprise.”

Cash, a San Jose, California, native, will retire following more than 28 years of honorable active-duty service to the Navy.

During his remarks, Cash took an opportunity to recognize retired Capt. Douglas M. Bridges, who Cash relieved as commanding officer during a ceremony held over the phone in April 2020 due to the COVID-19 global pandemic.

“He had a great tenure as the CO and served our great country for over 28 years himself, but never had his day in the sun for a change of command or a retirement ceremony,” said Cash. “Doug, please stand up and be recognized for your service to BSC and our Nation.”

Cash referred to himself as the “COVID CO,” during the ceremony and reflected on the challenges and accomplishments of his tenure.

“There was no roadmap for how to manage an organization during a pandemic so we prioritized the health and safety of the workforce and kept everyone out of the office,” said Cash. “Through all that, with people getting sick and dying, including friends and loved ones of BSC employees, our team stepped up, kept producing and delivering IT capability for the NAVSUP Enterprise, the Navy, the Department of Defense, and all our mission partners and customers.”

During his command NAVSUP BSC developed and deployed Electronic Retrograde Management System 2.0, directly improving Navy readiness by reducing maintenance life-cycle costs, enhancing user networking capability, and significantly improving the control of the depot-level repairables retrograde pipeline. Cash also led the formation of a Robotic Process Automation governance team to develop and implement software application robots that accelerated business operations and improved supply-chain readiness for the

Navy. Multiple bots were utilized in production and provided nearly 16,000 hours of labor savings by rapidly performing manual, repetitive, and labor-intensive tasks with pinpoint accuracy. NAVSUP BSC also delivered 48 new applications, including the Worldwide Expeditionary Multiple Award Contract, which was used to support operations in Afghanistan and Ukraine.

“We are now supporting real-world contingencies that are enabled by programs developed by our team,” said Cash. “Our people, their creativity, their flexibility, their innovation, they made it happen. We built relationships with our partners so we understand exactly what they need and deliver it to them as quickly as possible.”

Cash received the Legion of Merit for exceptionally meritorious conduct in the performance of outstanding service as NAVSUP BSC commanding officer.

Cash offered advice to Carnal with his final words as commanding officer.

“You have command of the best Echelon Three command in NAVSUP by far,” he said. “Have fun, keep pushing the envelope, and remember you and you alone have the command pin, the buck stops with you, and you are ultimately responsible to ensure the mission of BSC supports the NAVSUP Enterprise, the Navy, and our nation.”

Cash received his commissioning as a Navy officer through the Naval Reserve Officer Training Corps program at the University of Arizona in May 1994.

He received his Bachelor of Science degree in accounting from the University of Arizona and Master of Science degree from Naval Postgraduate School’s Information Technology Management program.

Cash served as the disbursing and sales officer for USS Vandegrift (FFG 48) and supply officer aboard USS Austin (LPD 4). He completed multiple deployments to the Arabian Gulf in support of Operation Iraqi Freedom and Operation Enduring Freedom, earning two Battle Effectiveness Awards and two Blue “E” Awards for logistics management excellence.

In 2009, he served as the logistics and distribution planner for U.S. Central Command Deployment and Distribution Operations Center, at Camp Arifjan, Kuwait, and

deployed to Baghdad, Iraq, in support of United States Forces-Iraq.

Prior to assuming command of NAVSUP BSC in April 2020, he served as the deputy assistant commander for Supply Chain Integration and Technology, NAVSUP, Mechanicsburg; deputy director of logistics for the DDG 1000 program, Washington Navy Yard, Washington D.C.; supply officer, Naval Support Activity La Maddalena, Italy; instructor, Navy Supply Corps School, Athens, Ga.; project manager, Navy Supply Information Systems Activity, Mechanicsburg; and planning officer, Defense Logistics Agency Distribution.

Cash earned the Surface Warfare Supply Corps qualification and Navy subspecialty codes in information technology management, transportation logistics, acquisition and distribution management, and contract management. He has been awarded the Legion of Merit, Defense Meritorious Service Medal (two awards), Navy Meritorious Service Medal (two awards), Navy Commendation Medal (five awards), Navy Achievement Medal, and various expeditionary, campaign, and unit awards. 🌟



NAVSUP Fleet Logistics Center Bahrain Holds Change of Command

By Margaret Algarin

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER
BAHRAIN

NAVSUP Fleet Logistics Center (FLC) Bahrain held a change of command ceremony during which Capt. Alex D. Wallace, III relieved Capt. Timothy R. Griffin as commanding officer on June 23, 2022, onboard Naval Support Activity Bahrain.

Griffin, a native of Essex, Missouri, earned a bachelor of science at Southeast Missouri State University, a master of business administration at the Naval Postgraduate School, executive education at Duke University and Georgetown University, and joint military professional education at the naval command and staff college. He assumed command of NAVSUP FLC Bahrain on Aug. 20, 2020. During his time as commanding officer, NAVSUP FLC Bahrain executed 4,328 installation and ship support contracts valued at \$287.5 million; provided logistics support to 78 deployed ships during 534 port visits to the Kingdom of Bahrain, Djibouti, Egypt, Israel, Jordan, Kuwait, Lebanon, Sultanate of Oman, Pakistan, Qatar, Kingdom of Saudi Arabia and the United Arab Emirates; delivered 55,000 pallets of cargo and provisions; processed and delivered 16.7 million pounds of mail; and executed 5,955 household goods shipments.

Additionally, his team executed the first contracts within six hours of notification that facilitated the safe transit of more than 7,000 U.S. citizens and evacuees traveling from Afghanistan through the Kingdom of Bahrain during Operation Allies Refuge. Griffin was awarded the Legion of Merit during the ceremony.

Griffin stated, "Leading this command has been the biggest honor of my career and I will cherish the time I had with this outstanding team more than I can put into words. I'm extremely proud of the climate we

built and the support we provided our mission partners across the U.S. Naval Forces Central Command area of responsibility. It has been inspiring to see the great work this team does every day to support the fleet and keep them in the fight."

Griffin's next assignment is the director of subsistence supply chain for Defense Logistics Agency Troop Support in Philadelphia, Pennsylvania.

Rear Adm. Peter G. Stamatopoulos, commander, NAVSUP, and 49th Chief of Supply Corps, presided over the ceremony virtually. Stamatopoulos provided a video message and commended Griffin for serving as NAVSUP's operational face to the fleet and for orchestrating, integrating and synchronizing the

Capt. Alex D. Wallace, III, left, shakes hands with Capt. Timothy Griffin, right, as he is relieved of command of NAVSUP Fleet Logistics Center Bahrain onboard Naval Support Activity Bahrain.



unity of effort of multiple logistics providers across a very broad and diverse mission partner base. "You and your team kept the Navy ready for sea while keeping your most important asset, your people, safe and prepared," said Stamatopoulos. "You provided exceptional support to mission partners across U.S. Fifth Fleet. Your team was on the front lines of logistics support to four carrier strike groups, four amphibious ready groups and 147 tenant commands in direct support of Operations Inherent Resolve and Freedom's Sentinel."

Wallace is the sixth commanding officer of NAVSUP FLC Bahrain since its establishment in 2013 as the eighth Fleet Logistics Center. Before assuming his new position,



Capt. Timothy Griffin, left, Capt. Alex D. Wallace, III, center, and Lt. Austin Mickelson, right, during change of command of NAVSUP Fleet Logistics Center Bahrain onboard Naval Support Activity Bahrain.

Wallace served as the director of contracts for Strategic Systems Programs in Washington, D.C. since July 14, 2020.

After enlisting in 1993, he graduated from Broadened Opportunity for Officer Selection and Training in 1996 and was commissioned through the Naval Reserve Officer Training Corps Program at Auburn University, Auburn, Alabama, earning a Bachelor of Science in Management. He later earned a Master's of Business Administration focused in Acquisition and Contract Management from the Naval Postgraduate School, and completed joint professional military education at the Joint Forces Staff College.

"I am humbled to take on the mantle of leadership and look forward to building upon the great accomplishments of Captain Griffin and the NAVSUP FLC Bahrain team," said Wallace. 🌟

NAVSUP Fleet Logistics Center Bahrain held a change of command ceremony. Capt. Alex D. Wallace, III relieved Capt. Timothy R. Griffin as commanding officer onboard Naval Support Activity Bahrain. —photos by Margaret Algarin



NAVSUP FLC Norfolk Holds Change of Command Ceremony

By Tom Kreidel

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER NORFOLK

Capt. Martin Edmonds relieved Capt. Julie Treanor as commanding officer of NAVSUP Fleet Logistics Center (FLC) Norfolk in a ceremony August 4 at the Half Moore Cruise and Celebration Center in downtown Norfolk.

NAVSUP Commander and 49th Chief of Supply Corps Rear Adm. Peter Stamatopoulos presided over the event. In his remarks, he thanked Treanor for her work supporting the command's mission partners.

"Over the last two years, Julie and the entire FLC team made NAVSUP's presence felt throughout the Navy," said Stamatopoulos. "You led your team through the COVID-19 pandemic with no disruptions to the fleet, maximizing personnel safety while meeting all mission requirements."

During her time as commanding officer, NAVSUP FLC Norfolk was awarded the Department of the Navy Human Resources and Equal Opportunity Community Award, the Regional Supply Offices at Norfolk, Oceana and Patuxent River earned the "Blue E" award and the Oceana Fuels Division was selected as the American Petroleum Institute's Department of the Navy Retail Fuel Activity of the Year, among other accolades.

In her remarks, Treanor spoke about the resiliency and commitment demonstrated by the men and women of NAVSUP FLC Norfolk over the last two years, meeting all challenges head on.

"I am incredibly proud of what the outstanding professionals of NAVSUP FLC Norfolk were able to achieve. Not only did we meet all expectations but we exceeded all expectations," she said. "Through teamwork we achieved more things in less time than I believe any of us thought possible."

Her next assignment will be in the Ordinance and Logistics Operations Division, N4L, Office of the Secretary of Defense.

Edmonds' previous assignment was as the Chief of Staff in the Office of the Deputy Assistant Secretary of the Navy for Financial Operations. In his remarks, Edmonds spoke of the importance of trust and how he will work to earn and maintain it throughout the team.

"We will face challenges and at all times I will listen and I will work with you," he said. "Not only is this my promise to you, it is also the ordered steps in how I will lead and together we will carry the load." 🌟

Below: Capt. Martin Edmonds relieved Capt. Julie Treanor as commanding officer of NAVSUP FLC Norfolk in a Change of Command ceremony.



Above: NAVSUP Commander and 49th Chief of Supply Corps Rear Adm. Peter Stamatopoulos presented Capt. Julie Treanor the Legion of Merit for her tour as commanding officer of NAVSUP Fleet Logistics Center Norfolk during the Change of Command ceremony. —photos by Jim Kohler

NAVSUP FLC Pearl Harbor Provides Logistics Support During RIMPAC 2022

By Shannon Haney

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER PEARL HARBOR

NAVSUP Fleet Logistics Center (FLC) Pearl Harbor completed its role supporting the world's largest international maritime exercise, Rim of the Pacific (RIMPAC), Aug. 4.

For the duration of RIMPAC 2022, June 29 to Aug. 4, NAVSUP FLC Pearl Harbor fulfilled the lead logistics role. The success of any large-scale maritime operation is contingent upon the availability of logistics required by all participating units.

"NAVSUP FLC Pearl Harbor is at the tip of the spear when it comes to supporting ships and submarines in the Pacific Fleet," said Ralph Jackson, logistic support representative, NAVSUP FLC Pearl Harbor. "Our bi-annual RIMPAC exercise is our test to show that we are the best, by the providing 'service with aloha' to the world's fleet including material, fuel, mail and food at the highest level to numerous countries."

During RIMPAC 2022, NAVSUP FLC Pearl Harbor delivered over 1,300 total pallets of material, 527,000 gallons of fuel, 70 pieces of critical material, 112,000 pounds of mail and processed over 1,140 depot level repairables. More specifically, during the "at-sea" phase of RIMPAC, several ships were serviced by United States Naval Ship (USNS) forces. During this time, NAVSUP FLC Pearl Harbor assisted in three replenishment-at-sea load outs to the USNS Washington Chambers (T-AKE 11), USNS Pecos (T-AO 197) and USNS Henry J. Kaiser (T-AO 187), totaling \$2.7 million in food deliveries to 12 different mission partners.

"RIMPAC 2022 was an incredible success that showcased how NAVSUP FLC Pearl Harbor delivers readiness to the Pacific," said Cmdr. Justin DeVoe, operations director, NAVSUP FLC Pearl Harbor. "Our team of logisticians synchronized efforts across the coalition and integrated with the logistics staff of Commander, U.S. 3rd Fleet and the Multinational Logistics Support Element to provide subsistence, general stores and critical, high priority requisitions ashore and via replenishments at sea for 41 foreign and U.S. vessels. From our organic military and civilian logistics support representatives, to our ocean terminals long shoring team, to our contracting professionals, to the 124 reservists that augmented our team; we collectively put on display how effectively we can deliver logistics support and readiness to the fleet."

RIMPAC 2022 provided the ideal vehicle for NAVSUP FLC Pearl Harbor to execute its mission, where its supply officers, enlisted logisticians and civilian employees worked together with participating nations to foster cooperative relationships and deliver critical logistics.

"I am extremely proud of the NAVSUP FLC Pearl Harbor team of civilians and military, both active and Reservists, and Navy and Air Force, that went above and beyond providing flawless logistics services and support to all the RIMPAC participants," said Capt. Shawn M. Triggs, commanding officer, NAVSUP FLC Pearl Harbor. "The team of experts really made the significant increase in operations look easy. Without their dedication and hard work, RIMPAC would not have been a success!"

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NAVSUP Fleet Logistics Center Pearl Harbor's logisticians provide logistics support pierside to USS Abraham Lincoln (CVN 72) during Exercise Rim of the Pacific 2022. —photo by Shannon R. Haney

Below: Logistics Specialist 3rd Class Dantorie Reeves, right, assigned to NAVSUP Fleet Logistics Center Pearl Harbor's Regional Mail Center delivers over 5,000 pounds of mail to USS Sampson (DDG 102) during Exercise Rim of the Pacific 2022. Closer military-to-military bonds facilitate clear lines of communication, and foster a spirit of cooperation to meet regional and global challenges for mutual benefit.



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Twenty-six nations, 38 surface ships, three submarines, nine national land forces, more than 30 unmanned systems, approximately 170 aircraft and over 25,000 personnel participated in RIMPAC 2022. This year's RIMPAC iteration marked the 28th in the series that began in 1971 and is now held every two years.

"Land, sea or air, NAVSUP FLC Pearl Harbor is always providing superior, mission partner-focused support to the warfighter," said La Thomas, logistics support representative, NAVSUP FLC Pearl Harbor. "We are the heroes behind the heroes!"

This year's exercise included units and personnel from Australia, Brunei, Canada, Chile, Colombia, Denmark, Ecuador, France, Germany, India, Indonesia, Israel, Japan, Malaysia, Mexico, Netherlands, New Zealand, Peru, the Republic of Korea, the Republic of the Philippines, Singapore, Sri Lanka, Thailand, Tonga, the United Kingdom and the United States.

This robust constellation of allies and partners support sustained and favorable regional balances of power that safeguard security, prosperity and the free and open international order.

NAVSUP FLC Pearl Harbor stands ready to support the next RIMPAC.

"RIMPAC 2022 had its successes and lessons learned that will contribute to the efficiency of future RIMPAC exercises," said Joel Baumgras, logistics support representative, NAVSUP FLC Pearl Harbor. "With our logistics support representative team continuously providing 'service with aloha' since 1942, the ships know who to contact for logistics support services."

NAVSUP FLC Pearl Harbor is one of 11 echelon three commands under Commander, NAVSUP. Headquartered in Mechanicsburg, Pennsylvania, NAVSUP employs a diverse, worldwide workforce of more than 22,500 military and civilian personnel. NAVSUP and the Navy Supply Corps conduct and enable supply chain, acquisition, operational logistics and Sailor and family care activities with our mission partners to generate readiness and sustain naval forces worldwide to prevent and decisively win wars. Learn more at www.navsup.navy.mil. 🌟

Below: NAVSUP Fleet Logistics Center Pearl Harbor's Regional Mail Center personnel deliver over 5,000 pounds of mail to USS Sampson (DDG 102) during Exercise Rim of the Pacific 2022. —photos by Shannon R. Haney



Above: U.S. Navy Reservist Logistics Specialist 1st Class Brandy Clark liaise with global partners during Exercise Rim of the Pacific (RIMPAC) 2022.

NAVSUP Supports Fleet Ships Across the Mediterranean in May, June

By Lt. Cmdr. Dale Lessner
SITE SOUDA BAY DIRECTOR, NAVSUP
FLEET LOGISTICS CENTER SIGONELLA

Site Souda Bay is one of NAVSUP Fleet Logistics Center (FLC) Sigonella's five logistics sites positioned across Navy Region Europe/Africa. Through its offices at Naval Support Activity (NSA) Souda Bay and Athens International Airport, Site Souda Bay provides logistics, business, and quality-of-life services to U.S. naval, Joint, and allied customers throughout Greece and the Eastern Mediterranean.

April and May were busy months for the Site Souda Bay team. Within a month and a half, 28 port visits occurred across eight locations in Greece, Turkey and Cyprus—



The Freedom-class littoral combat ship USS Sioux City (LCS 11), homeported at Naval Station Mayport, Jacksonville, Florida, arrives at the Marathi NATO Pier Complex in Souda Bay, Greece, to undergo scheduled preventative maintenance. Preventative maintenance checks ensure the ship remains fully mission capable while deployed to the U.S. Naval Forces Europe area of operations. —photo by Nicholas S. Tenorio

Pireaus, Volos, Keratsini, Alexandroupoli, Rhodes, Souda Bay, Mersin, Limassol, with more than \$9 million awarded in contracts to husbanding service providers.

To give you an idea of how we supported these port visits, I'll discuss four: a preventative maintenance availability (PMAV) for the Freedom-class littoral combat ship USS Sioux City (LCS 11), a continuous maintenance availability (CMAV)

for USS Georgia (SSGN 729), USS Arlington's (LPD 24) port visit in Alexandroupoli, and a summary of our cargo handling and operational logistics planning support to the Harry S. Truman Carrier Strike Group's (HST CSG's) replenishment-at-sea.

USS Sioux City (LCS 11)

The Freedom-class littoral combat ship USS Sioux City (LCS 11) arrived at Marathi NATO Pier Complex in Souda Bay, Greece, May 20. The visit marked the first time this type of vessel has called on NSA Souda Bay amid its historic deployment throughout the U.S. Fifth and Sixth Fleet areas of operations.

While in port, Sioux City underwent a PMAV, in which a maintenance team of specialized Sailors, civilians and contractors assisted the ship's crew with a variety of planned maintenance evolutions and spot-checks. During the ship's PMAV, the combined team conducted more than 700 preventive maintenance checks. The critical work this team accomplished ensured the ship remained fully mission capable throughout its deployment.

During the PMAV, my customs team, in concert with its Athens's Air Mail Terminal Detachment, ensured the successful, on-time completion for NSA Souda Bay's first-ever LCS PMAV when tools and equipment for Forward Deployed Regional Maintenance Center's contracted maintenance team, working on Sioux City were delayed in Athens. My customs team cleared and assisted with local shipping freighters to push the material to NSA Souda Bay within 48 hours of notification.

Read the full story about the LCS PMAV here: <https://www.dvidshub.net/news/424004/nsa-souda-bay-supports-proof-concept-lcs-maintenance>

USS Arlington (LPD 24)

Also in May, San Antonio-class amphibious transport dock ship USS Arlington (LPD 24) and elements of the 22nd Marine Expeditionary Unit (MEU) participated in exercise Alexander the Great 22 (ATG22) primarily in the vicinity of Volos and Skyros Island, Greece.

During ATG22, U.S. and Hellenic forces, including the 32nd Hellenic Marine Brigade as

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well as the Hellenic Army's Special Warfare Command, participated in ship-to-shore operations and live fire artillery events, exercising combined lethal arms. USS Arlington supported MEU forces ashore, commanded by Commander, Task Force (CTF) 61/2's Task Group 61/2.4 (Reconnaissance Counter-Reconnaissance Forces), by providing a nearby command element, as well as deck-landing and logistics capabilities.

On May 21, Arlington conducted the first-ever port visit by a U.S. naval combatant vessel at Alexandroupoli. Much like other port visits at disaggregated locations near Greece, such as Limassol and Rhodes, we deployed a logistics support representative (LSR) to Alexandroupoli in support of Arlington. There, they played a vital role to deconflict previously unknown local port security requirements prior to the ship's arrival, and ensured 120 pallets of cargo, mail and provisions were cleared on time, preserving Arlington's liberty.

Read the full story about Arlington's port visit in Alexandroupoli here: <https://www.navy.mil/Press-Office/News-Stories/Article/3039772/uss-arlington-lpd-24-22-meu-arrives-in-alexandroupoli-concluding-atg22/>

Harry S. Truman Carrier Strike Group (HST CSG)

To support the HST CSG's replenishment-at-sea in May, my leadership team worked closely with CTF-63, Defense Logistics Agency Energy, NSA Souda Bay port operations, and fleet schedulers to de-conflict the pierside delivery of 9.6 million gallons of F-76 fuel, preserve USNS Supply's Voyage Repair, and ensure the cargo and provisions onload for HST. The onload included 6,000 gallons of sorely needed fresh milk procured via NAVSUP FLC Sigonella's contracting branch.

In particular, the F-76 fuel delivery was critical, as the increased activity in the Eastern Mediterranean had drawn the NATO fuel depot's F-76 stocks to dangerously low levels; approximately 3% of capacity USNS Supply's onload was

essential to follow-on, time sensitive mission tasking for the HST.

Read the full story about my team's support to HST here: <https://cnreurafcen.cnmc.navy.mil/News/News-Detail/Article/3047796/navsup-mission-partners-in-greece-continue-support-to-truman-carrier-strike-grp/>

In total, my LSR, Transportation, and postal teams closely coordinated or directly supported the expedited delivery, processing and onload of 227 triwalls, weighing nearly 127,000 pounds of mail; 2,512 pieces of general cargo, weighing

repairs. A ship or submarine enters a CMAV prior to a certification cycle, in which all the unit's systems are tested and certified to be in good working order. Without the certifications, the ship or submarine would not be able to deploy.

While in port, my team assisted with the onload of 52 pallets of provisions and fresh fruit and vegetables; 352 pieces, weighing nearly 77,000 pounds of repair parts, general cargo, and mail; as well as Advanced Traceability and Control/Technical Assistance for Repairables Processing support in the offload of 50 high value,



U.S. Marine Corps Cpl. Michael Earl, right, assigned to Task Force 61/2, participates in an amphibious training evolution with the Hellenic Special Forces during exercise Alexander the Great 22 in Greece. —photo by Lance Cpl. Emma Gray

more than 114,000 pounds, including 30 casualty repair high priority parts; 535 pallets of provisions and fresh fruit and vegetables; and offloaded and processed 171 Depot Level Repairables (DLR) at Marathi NATO piers and Naval Support Activity Souda Bay, Greece alone.

USS Georgia (SSGN 729) CMAV

NSA Souda Bay's second SSGN CMAV period concluded June 2. A CMAV is a time set aside for maintenance and

high visibility DLR carcasses. Several of our logistics support representatives worked with local customs agents to expedite and hand deliver four mission critical repair parts requisitions as they arrived from the U.S. to keep maintenance personnel from Trident Refit Facility, Kings Bay, Georgia on schedule.

The CMAV was roundly lauded as successful and smooth by maintainers, CTF-69, and the fleet.



Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) conducts a replenishment-at-sea with Supply-class fast combat support ship USNS Supply (T-AOE-6), in the Ionian Sea. —photo by Mass Communication Specialist 3rd Class Theoplis Stewart II

NAVSUP FLC Sigonella Site Souda Bay remains ready to support.

NAVSUP's mission partner in Greece, NSA Souda Bay, is an operational ashore base that enables U.S., allied, and partner nation forces to be where they are needed and when they are needed to ensure security and stability in the U.S., Europe, Africa, and Central Command areas of responsibility. ✪



Pallets of milk are loaded onto Military Sealift Command fast combat support ship USNS Supply (T-AOE 6) at the Marathi NATO Pier Complex. Supply is picking up cargo and provisions for ships from Carrier Strike Group 8. —photo by Konstantinos Fantaousakis



NAVSUP Supports Baltic Operations 2022 at Support Forces NATO Headquarters

By Joseph Yanik

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

Above: Lt. j.g. Adam Thomas. —courtesy photo

Exercise Baltic Operations 2022 (BALTOPS22), took place June 6-17. It is the premier maritime-focused exercise in the Baltic Region, conducted annually with U.S. Naval Forces Europe-Africa in the lead and Naval Striking and Support Forces NATO (STRIKFORNATO) responsible for its execution. This shared responsibility provides unique training opportunities that strengthen the combined maritime response capabilities that are critical to preserving freedom of navigation and security in the Baltic Sea.

The command and control center responsible for planning and executing the exercise was located at STRIKFORNATO's rapidly deployable Joint headquarters in Oeiras, Portugal from which it plans, commands, and controls NATO maritime operations throughout the Euro-Atlantic region. During the exercise, NAVSUP Fleet Logistics Center (FLC) Sigonella's Lt. j.g. Adam Thomas was tasked with supporting STRIKFORNATO headquarters' Assistant Chief of Staff (ACOS) J4 (Logistics) Division. The ACOS J4 is responsible for developing, maintaining and providing a clear and concise theater-wide logistics picture to the Multi-National Maritime Force Commander. The ACOS J4 contributed to the success of the exercise by developing a maritime logistics support network that provided various logistics requirements to ships participating in BALTOPS22.

Below are Thomas' responses to our questions about his experience.

Describe your duties and responsibilities while assigned to ACOS J4 during BALTOPS 22:

While assigned to ACOS J4, my responsibilities were to learn the processes and procedures of the STRIKFORNATO J4 team in order to improve how STRIKFORNATO and NAVSUP FLC Sigonella do business in the area of operations. As the sole maritime logistics planner with an understanding of the NAVSUP FLC Sigonella capabilities, I was able to bring a unique perspective to the J4 team for everything from fuel to casualty reporting.

Had NAVSUP FLC Sigonella sent a representative during previous BALTOP exercises?

This year's BALTOPS exercise was the first time our command sent a representative, reinforcing an established relationship between NAVSUP FLC Sigonella and NATO. Sending me to STRIKFORNATO during BALTOPS 22 provided a seat at the table to foster a closer NAVSUP FLC Sigonella/NATO relationship. Presence matters.

Why were you sent to represent NAVSUP FLC Sigonella?

There is tremendous talent within both the NAVSUP FLC Sigonella and NATO organizations, and the fact that we possess common objectives made this collaboration during BALTOPS 22 an ideal opportunity to further develop our capabilities.

I was the ideal candidate for this assignment for several reasons. As a subject matter expert on the maritime logistics capabilities that NAVSUP FLC Sigonella possesses, I am familiar with NAVSUP FLC Sigonella key operationally strategic initiatives, especially those that relate to Europe's High North. Earlier in my career, I served as a ship supply officer with experience operating in Sixth Fleet including multinational exercises. Further, I possess the necessary desire to learn the NATO structure and language, as well as pioneer the relationship between STRIKFORNATO and NAVSUP FLC Sigonella.

What are the desired results of your efforts supporting BALTOPS 22 at ACOS J4, STRIKFORNATO HQ?

Now that BALTOPS22 has concluded, I hope I've contributed to a productive, long-term relationship between STRIKFORNATO and NAVSUP FLC Sigonella, one that both of our organizations can leverage to tackle common challenges that arise in support of warfighters.

Describe your role at NAVSUP FLC Sigonella Site Rota:

Prior to supporting BALTOPS22, I was serving as the logistics support officer in the Fleet Support Division at NAVSUP FLC Sigonella Site Rota. In this role, I worked with the key players throughout the AOR to ensure the success of port visits, material routing and replenishments at sea ensuring fleet readiness. 🌟

NAVSUP, Mission Partners in Greece Continue Support to Truman Carrier Strike Group

By Joe Yanik

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

(MASS COMMUNICATION SPECIALIST 1ST CLASS JAMICA JOHNSON, CARRIER STRIKE GROUP 8 PUBLIC AFFAIRS CONTRIBUTED TO THIS STORY)

Logisticians assigned to NAVSUP Fleet Logistics Center (FLC) Sigonella and their mission partners at Naval Support Activity (NSA) Souda Bay Greece coordinated the loading of cargo, mail and food provisions to USNS Supply (T-AOE 6) at the Marathi NATO Pier Complex, in May.

USNS Supply departed the pier with 18 pallets of milk equaling 6,000 gallons after the cargo onload, delivering the provisions to the Harry S. Truman Carrier Strike Group (HSTCSG) during a replenishment-at-sea (RAS), May 7, 2022.

"The customer service and flexibility demonstrated by our NAVSUP FLC Sigonella team at NSA Souda Bay was critical for the mail and provisions load to USNS Supply," said Bong Cabling, NAVSUP FLCSI executive director. "In particular, our customs clearance agents worked with Greek officials to clear the milk and fresh frozen provisions before a national holiday."

The RAS this month is the most recent of multiple replenishments for HSTCSG since it arrived in the Mediterranean Sea in December. In February, NAVSUP FLC Sigonella and its mission partners supported the replenishment of HSTCSG from strategic locations at Naval Air Station Sigonella, Italy, and NSA Souda Bay in support of the NATO-led activity Neptune Strike.

"NAVSUP FLC Sigonella has been critical to our success throughout this entire deployment," said Cmdr. Autumn Daniel, USS Harry S. Truman's supply officer. "They've played a key role in keeping our Sailors fed and healthy, along with keeping us materially ready."

The HSTCSG has been on a scheduled deployment in the U.S. Sixth Fleet area of operations in support of naval operations to maintain and generate maritime stability and security for the U.S., and Allied and Partner interests in Europe and Africa.

Truman, flagship of the Harry S. Truman Carrier Strike Group (CSG), along with the Ticonderoga-class guided-missile cruiser USS San Jacinto (CG 56); Arleigh Burke-class guided-missile destroyers USS Gonzalez (DDG 66), USS Cole (DDG 67), USS Bainbridge (DDG 96), USS Jason Dunham (DDG 109) and USS Mitscher (DDG 57) have supported NATO enhanced Air Policing missions and national and Alliance interests during their time in the theater, bolstering the defense of the NATO Alliance. They have been joined at various points in deployment by NATO Allied and partner ships, including the Norwegian Royal Navy Fridtjof Nansen-class frigate HNoMS Fridtjof Nansen (F310) and Italian Navy Bergamini-class guided-missile frigate ITS Carabiniere (F 593).

Fridtjof Nansen recently detached from the HSTCSG after a cooperative workup cycle and deployment with the strike group for the past eight months.

USNS Supply is one of Military Sealift Command's fast combat support ships whose ability to replenish ships at-sea provides greater flexibility to remain underway for extended periods of time.

NAVSUP's mission partner in Greece, NSA Souda Bay, is an operational ashore base that enables U.S., allied, and partner nation forces to be where they are needed and when they are needed to ensure security and stability in the U.S. European, Africa, and Central Command areas of responsibility. 🌟

The Nimitz-class aircraft carrier USS Harry S. Truman (CV 75) conducts flight operations in the Mediterranean Sea in support of Neptune Strike 2022. —photo courtesy of Allied Joint Force Command Naples



NAVSUP Made U.S. Ship Participation in BALTOPS Possible

By Joseph Yanik

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SIGONELLA

Personnel assigned to NAVSUP Fleet Logistics Center (FLC) Sigonella planned and executed logistics requirements for U.S. ships visiting Stockholm prior to participation in exercise Baltic Operations (BALTOPS) 22, June 1-5, 2022.

NAVSUP FLC Sigonella and their mission partners coordinated the delivery of mail, provisions, and critical repair parts to participating ships, enabling ships to participate in the exercise.

"Our unique ability to support U.S. Navy ships as they prepare to participate in the 51st Baltic Operations exercise is a perfect example of how NAVSUP is expanding logistics capabilities in the High North and delivering operational readiness to the fleet, where and when our deployed warfighters need it," said Capt. Douglas S. MacKenzie, NAVSUP FLC Sigonella commanding officer. "Having a NAVSUP presence at these port visits ensures that we remain in an optimal position to support the Navy's dynamic missions, and allows us to continue building relationships with our allies and key mission partners across the Baltic and the High North."

The Wasp-class amphibious assault ship USS Kearsarge (LHD 3), the amphibious dock landing ship USS Gunston Hall

(LSD 44), the Blue Ridge-class command and control ship USS Mount Whitney (LCC 20), and the Arleigh Burke-class guided-missile destroyer USS Porter (DDG 78) were among the more than 45 ships from 16 Allied and partner nations that participated in BALTOPS 22. BALTOPS 22 is the premier maritime-focused exercise in the Baltic Sea that aims to strengthen combined response capabilities critical to preserving freedom of navigation and security in the region.

"Our ship's visit to Stockholm served as a 'kicking-off' event for exercise BALTOPS22," said Cmdr. Josh Melchert, the

to bring on much-needed, high-priority parts, material and food stores."

Melchert added that logistics considerations included providing for ship services via barge, as well as water and ground transportation between the ship and the pier for crew and visitors.

A team comprising of a logistics specialist chief petty officer from Amphibious Squadron Six and one of NAVSUP FLC Sigonella's deployable transportation and customs clearance officers served as the Kearsarge's logistics advance team for the port visit, and ashore detachment unit once the ship arrived.



Above: Capt. Douglas S. MacKenzie, NAVSUP Fleet Logistics Center Sigonella's commanding officer, speaks to the amphibious dock landing ship USS Gunston Hall (LSD 44) supply department during a port visit in Stockholm. —photo by Joe Yanik

Kearsarge supply officer. "There were practical logistics considerations at play as we prepared to participate in the exercise. The port visit was an ideal opportunity

"Our NAVSUP and Amphibious Squadron Six points of contact were the eyes and ears of our supply department ashore," Melchert said. "They linked



Left: Capt. Douglas S. MacKenzie, NAVSUP Fleet Logistics Center Sigonella's commanding officer, speaks to an officer from the Swedish navy in Stockholm, Sweden, prior to the beginning of exercise Baltic Operations 22.

Below: Saby Guercia (*second from right*), NAVSUP Fleet Logistics Center Sigonella's master logistics specialist officer, works with NAVSUP's mission partners to plan and execute logistics requirements for the Blue Ridge-class command and control ship USS Mount Whitney (LCC 20) and other U.S. ships visiting Stockholm prior to participation in exercise Baltic Operations 22. —photos by Joe Yanik

up early with the husbanding service provider to ensure the ship's specific requirements were being met, and they coordinated the arrival and follow-on transportation of our supplies and food stores that we were set to receive by barge at our moored location."

In addition to Amphibious Squadron Six and the Kearsarge's supply department, NAVSUP FLC Sigonella's mission partners during the port visit in Stockholm included a representative from the U.S. 6th Fleet Contracting Officer Representative Program Office (N412) who ensured that U.S. ships received all the services delineated in the husbanding services task order contract.

While present on-site, the representative ensured quality of service provided by the husbanding service provider (HSP) and acted as liaison between the NAVSUP's contracting team, the ships' supply officers, as well as the Swedish HSP, to resolve any contract issues that arose.

"If our ships identified additional HSP service requirements that may arise during the port visit execution, I would work directly with NAVSUP's contracting officer so that the requirements are added to the contract in a timely manner," said Samantha Toles, U.S. Sixth Fleet Code 412 program analyst. "Only after the requirements are properly

validated and authorized could the NAVSUP logistics and transportation team freely coordinate the movements at the time of port visit execution."

Nations that participated in BALTOPS 22 included Belgium, Bulgaria, Denmark, Estonia, Finland, France, Germany, Latvia, Lithuania, the Netherlands, Norway, Poland, Sweden, Turkey, the United Kingdom, and the United States. From June 5-17, 2022, more than 7,000 participating personnel exercised a myriad of capabilities demonstrating the inherent flexibility of maritime forces, including: amphibious operations, gunnery, anti-submarine, and air defense exercises, as well as mine clearance operations, explosive ordnance disposal, unmanned underwater vehicles, and medical response.

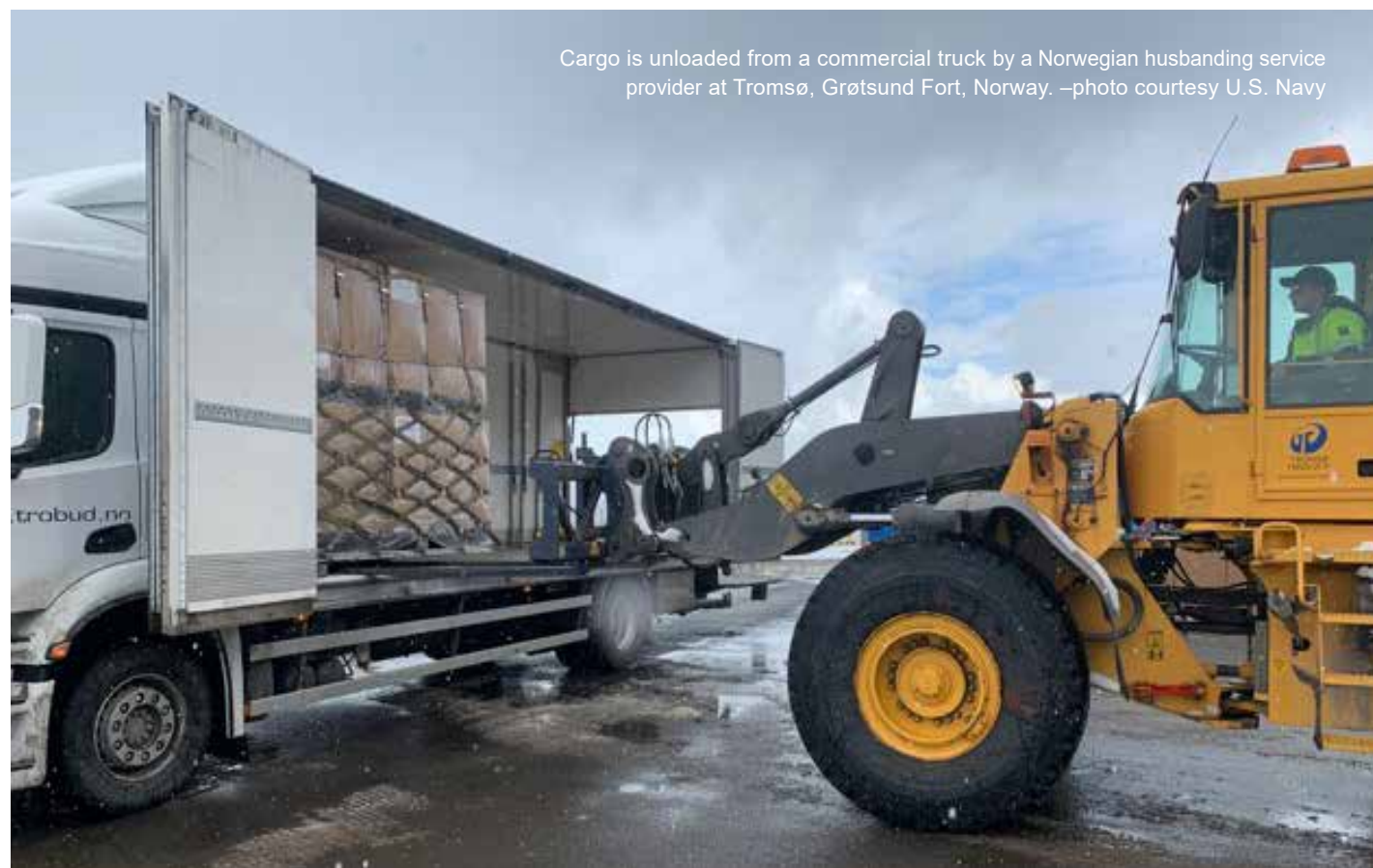
BALTOPS 22 is the premier maritime-focused exercise in the Baltic Region. The exercise, led by U.S. Naval Forces Europe-Africa, and executed by Naval Striking and Support Forces NATO, provides a unique training opportunity to strengthen combined response capabilities critical to preserving freedom of navigation and security in the Baltic Sea.

For over 80 years, U.S. Naval Forces Europe-U.S. Naval Forces Africa (NAVEUR-NAVAF) has forged strategic relationships with our Allies and



Partners, leveraging a foundation of shared values to preserve security and stability.

Headquartered in Naples, Italy, NAVEUR-NAVAF operates U.S. naval forces in the U.S. European Command and U.S. Africa Command areas of responsibility. U.S. Sixth Fleet is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations. 🌟



Cargo is unloaded from a commercial truck by a Norwegian husbanding service provider at Tromsø, Grøtsund Fort, Norway. —photo courtesy U.S. Navy

NAVSUP Expands Logistics Support Capabilities to the Fleet in Europe's High North, Baltics and Arctic Circle

By Joseph Yanik

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SIGONELLA

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

In early May 2022, command logisticians coordinated the loading, shipment and delivery of cargo and mail to DM Crombie and Tromsø, Norway, where USNS Patuxent (T-AO 201) and USS Kearsarge (LHD 3) conducted scheduled port visits, respectively.

“Our port visit at DM Crombie was a ‘first’ for a ship of our class,” said First Officer (I/O) Josh Becker, USNS Patuxent’s chief mate. “This is significant because it opens up a port on the East coast of Scotland for cargo and stores to service the North Sea area. Previously, our nearest options were in the Firth of Clyde on the West Coast, which requires an extra day of transit to and from the North Sea.”

Prior to the port visit, Patuxent joined the USS Kearsarge (LHD 3) Amphibious Ready Group (ARG) to participate in the U.S. Sixth Fleet Exercise Northern Viking 2022 (NV22). NV22 aimed to strengthen interoperability and force readiness between the U.S., Iceland and Allied Nations and enables execution of multi-domain command and control of joint and coalition forces in the defense of Iceland and the Sea Lines of Communication in the Greenland-Iceland-United Kingdom Gap.

In mid-May, elements of the USS Kearsarge ARG, 22nd Marine Expeditionary Unit and forces from Task Group 61/2.4 participated in the Estonian-led exercise Siil 22, also known in English as Exercise Hedgehog, in Tallinn, Estonia. Exercise Hedgehog is designed to exercise command and control and security threat response while evaluating combat readiness of Estonian 2nd Infantry Brigade and Center of Strategic Communication.

“Our ability to support ships like USNS Patuxent and USS Kearsarge at and from our site in Scotland are two concrete examples of NAVSUP’s expanding capabilities delivering holistic



operational readiness to the fleet where and when our deployed warfighters need it,” said Capt. Douglas S. MacKenzie, NAVSUP FLC Sigonella commanding officer. “Thanks to the tireless efforts of the NAVSUP team and our growing logistics network of mission partners, Site Crombie is fast becoming a logistics center of gravity from which we can better facilitate end-to-end sustainment across Europe’s High North region.”

To successfully meet the re-supply and commercial husbanding requirements for the Patuxent and Kearsarge, NAVSUP FLC Sigonella logisticians and contracting specialists coordinated with their mission partners at DM Crombie, including the ships’ supply officers, Command Task Force 63 and DM Crombie’s port operations and harbor master.

Homeported at Naval Station Norfolk, Virginia, Patuxent is one of Military Sealift Command’s Fleet Replenishment Oilers that serves as the supply line to U.S. Navy surface combatant ships at sea. With a storage capacity of around 159,000 barrels of fuel oil and jet fuel, replenishment oilers enable the fleet to remain at sea and combat ready for extended lengths of time. It is responsible for conducting hundreds of at-sea replenishment operations annually.

USS Kearsarge (LHD 3) ARG is under the command and control of Task Force 61/2. The ARG consists of USS Kearsarge; the San Antonio class amphibious transport dock ship USS Arlington (LPD 24); and the Whidbey Island-class dock landing ship USS Gunston Hall (LSD 44).

Site Crombie is NAVSUP FLC Sigonella cooperative security location strategically positioned to support NAVEUR-NAVAF, U.S. Sixth Fleet and Joint Warfighters who routinely conduct operations with their High North Allies and Partners. From this transshipment hub, FLC Sigonella Site Crombie’s logisticians and their mission partners enable the expansion of maritime sustainment through its key support services such as customs clearance, logistics re-supply, warehousing, transportation, inter- & intra-theater cargo and mail distribution. 🌟

Above: Aircraft carrier USS Gerald R. Ford (CVN 78) pulls alongside USNS Patuxent (T-AO 201) during a replenishment-at-sea. —photo by Mass Communication Specialist 2nd Class Ryan Seelbach

NAVSUP Supports USS Arlington's Iceland Port Visit with Husbanding Services Contract

By Joe Yanik

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SIGONELLA
(USS ARLINGTON (LPD 24) PUBLIC AFFAIRS AND NAVSUP HQ OFFICE OF CORPORATE COMMUNICATIONS CONTRIBUTED TO THIS STORY)

Husbanding services encompass the critical elements of logistics support required by U.S. Navy vessels when they visit commercial and military ports around the world. NAVSUP Fleet Logistics Center (FLC) Sigonella's Global Multiple Award Husbanding Contract (GMAC) enables the command's contracting specialists to partner with European husbanding service providers (HSPs) to support requirements for U.S. maritime forces participating in various bilateral and joint exercises across Africa and Europe, including the High North.

As the U.S. Sixth Fleet-led exercise Northern Viking 22 (VK22) drew to an end in mid-April, NAVSUP FLC Sigonella's contracting team leveraged the GMAC to procure husbanding services for one of the exercise participants, USS Arlington (LPD 24), during a scheduled port visit April 14, 2022 in Reykjavik, Iceland.

Some of the husbanding goods and services procured for the port visit included pilot and tug services, mobile crane and man lift services, mobile crane equipment, potable water, ship brow, x-ray scanner with trained operators, cell phones and transportation vehicles.

"The GMAC proved to be the ideal contracting vehicle for the port visit as it allowed for a number of administrative efficiencies resulting in minimizing the risks of increased costs and poor service," said Robert DeAngelis, NAVSUP FLC Sigonella contract specialist.

As part of his role, DeAngelis was boots-on-the ground in Reykjavik during the port visit.

"I met with local port authorities to inquire on the services and local support, assessed the competency and perceived effectiveness of port security," said DeAngelis. "Furthermore, I was able to dynamically authorize needed service changes, with the

U.S. Sixth Fleet contracting officer's representative, the ship's supply officer and HSP vendor. This fluid support allowed us to take advantage of cost saving initiatives and expand support for the ship in real time."

Besides contracting support, one of FLC Sigonella's logistics support officers hand-delivered critical parts to the ARG's embarked 22nd Marine Expeditionary Unit (MEU).

"Our ability to support port visits at strategically significant High North locations, such as Reykjavik, 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. "This successful port visit also demonstrates how our logisticians and contracting professionals make a crucial contribution to enhancing logistics interoperability and engagement with our Allies in the region. In

San Antonio-class amphibious transport dock ship USS Arlington (LPD 24), front, steams alongside Icelandic Coast Guard offshore patrol vessel ICGV Þór (UT 512L) in support of exercise Northern Viking 22. —photo by Icelandic Coast Guard

this case, the Icelandic Coast Guard and the Icelandic commercial husbanding service provider industry."

Assigned to the USS Kearsarge (LHD 3) Amphibious Ready Group (ARG), Arlington joined six NATO Allied Nations during VK22 to strengthen interoperability and force readiness, enabling multi-domain command and control of joint and coalition forces in the defense of Iceland and Sea Lines of Communication in the Greenland, Iceland, United Kingdom gap.

After the port visit, the 22nd MEU participated in a bilateral training event with the Kingdom of Norway's Armed Forces to strengthen U.S. and Norway interoperability ensuring collective capabilities and steadfast partnerships among NATO allies and partners.

The Kearsarge ARG and embarked 22nd MEU are under the command and control of Task Force 61/2. Arlington's presence in the High North is a demonstration of the U.S. Navy's continued commitment to collective defense of the European region and reinforces the strong bond between the U.S. and Iceland.

NAVSUP serves as the Department of the Navy's lead for all husbanding services contracts. NAVSUP FLC Sigonella is one of NAVSUP's eight globally-positioned fleet logistics centers that provide a full range of solutions for logistics, business and support services to the U.S. Naval, Joint, NATO and Allied Forces across 14 enduring and forward operating sites; forward contingency and cooperative security locations in 13 countries in Europe and Africa.

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. 🌟



Vlad Narvaez (left), Naval Supply Systems Command Fleet Logistics Center Sigonella logistics support officer, delivers critical repair parts to a Marine assigned the 22nd Marine Expeditionary Unit (MEU) during a port visit in Reykjavik, Iceland. —photo courtesy U.S. Navy

Navy Exchange Service Command Gearing Up for Next Phase of Maternity Pilot Program

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS, NAVY EXCHANGE SERVICE COMMAND

At month seven of the U.S. Navy's Maternity Pilot Program (MPP), the Navy Exchange Service Command (NEXCOM) is beginning the process of accepting incoming completed uniforms and validating outbound procedures. As the first MPP participants begin returning their uniform items, NEXCOM is responsible for determining the items' continued use and follow-on distribution.

NEXCOM facilitates the management functionality, distribution and tailoring of the MPP uniform inventory, which also includes the administrative tasks of shipping and tracking of the uniform items. The number of current MPP participants is nearly 300, with over 400 expected by year-end.

"NEXCOM is leading the charge, as the U.S. Navy is currently the only military service in full execution of its Maternity Pilot Program, creating the policies and procedures to help better serve our pregnant Shipmates," said Cmdr. Terri Gabriel, Deputy Commander, Uniform Programs for NEXCOM. "The team is holding steady, and now at seven months in, we stand at the ready to begin accepting completed maternity uniforms for their appraisal and reallocation. At this juncture, the NEXCOM team is undergoing a number of simulations in order to make certain all maternity items are evaluated through a rigorous review process to ensure its fit, form and function before being reissued."

In preparation for this procedural function, associates from NEXCOM's headquarters and Navy Clothing & Textile



At month seven of the U.S. Navy's Maternity Pilot Program, the Navy Exchange Service Command is beginning the process of accepting incoming completed uniforms and validating outbound procedures. —photo by Navy Exchange Service Command



Research Facility (NCTRF) traveled to NEXCOM's Southeast Distribution Center in Pensacola, Florida, to war game the evolution to ensure a successful transition. War-gaming event participants collaborated on the best way to process returned MPP uniforms and get them ready for reissue.

Each maternity uniform that is returned following completion of wear will receive a detailed assurance inspection by a NEXCOM subject matter expert based on criteria created by NEXCOM's Navy Clothing & Textile Research Facility. Once the uniforms pass the initial inspection, the military insignia will be removed and any minor repairs done prior to laundering. Once laundered, the uniforms will undergo a second quality assurance inspection and, if they pass, will be sent to the Southeast Distribution Center to be restocked and ready to be reissued to another MPP participant. If a uniform item does not pass the quality assurance inspection and is not able to be reissued, it will be properly disposed.

In mid-July, NEXCOM hosted representatives from the Navy Uniform Matters Office and the Defense Logistics Agency as well as the Army and Air Force. This event showcased NEXCOM's current processes and the mechanics of the only ongoing maternity program in the U.S. Armed Forces.

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

For additional information—

NAVADMIN 284/21:

<https://www.mynavyhr.navy.mil/Portals/55/Messages/NAVADMIN/NAV2021/NAV21284.txt?ver=sEA3nBCRAORY6UVfaR9W-8w%3D%3DD>

MyNavyHR:

<https://www.mynavyhr.navy.mil/References/US-Navy-Uniforms/Maternity-Pilot-Program>

MyNavyExchange.com:

https://www.mynavyexchange.com/browse/military/navy/_/N-1244704230

NEXCOM MPP Measurement Form:

[https://www.mynavyexchange.com/assets/Uniforms/MaternityUniformMeasurement-Sheet\(fillable\)-ver15.pdf](https://www.mynavyexchange.com/assets/Uniforms/MaternityUniformMeasurement-Sheet(fillable)-ver15.pdf)

[https://www.mynavyexchange.com/assets/Uniforms/MaternityUniformMeasurement-Sheet\(fillable\)-ver15.pdf](https://www.mynavyexchange.com/assets/Uniforms/MaternityUniformMeasurement-Sheet(fillable)-ver15.pdf)



Navy Exchange and Marine Corps Exchange Customers Shopped to Support Navy-Marine Corps Relief Society

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS,
NAVY EXCHANGE SERVICE COMMAND

Twice a year, the Navy Exchange Service Command (NEXCOM) and Marine Corps Exchange (MCX) offer their customers the opportunity to support the Navy-Marine Corps Relief Society (NMCRS) by purchasing a \$5 benefit ticket. This spring, the donation from NEX customers was \$361,580 while MCX customers donated \$247,620, MCX's highest since its benefit ticket program began.

"The support that the NEX and MCX shoppers have provided to NMCRS through the benefit tickets is incredible," said retired Lt. Gen. Jack W. Klimp, USMC, president, chief executive officer of NMCRS. "I am humbled by their generosity. With basic living expenses on the rise and PCS season in full swing, this gift will be put to immediate use."

The purchase of the \$5 benefit ticket entitled customers to \$5 off, as well as a 5% discount applied to a one-time in-store purchase in May. NEX and MCX customers had another chance to support the NMCRS this fall when \$5 benefit tickets were sold Oct. 9 – Nov. 5.

Over the past 11 years, benefit ticket sales have garnered over \$4.5 million to NMCRS from NEX and MCX customers. 🌟

\$10 Million Earned, \$7 Million Saved by NEXt Level Rewards Members

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS, NAVY EXCHANGE SERVICE COMMAND

Over \$10 million in rewards were earned by Navy Exchange (NEX) customers through the NEXt Level Rewards program since its launch in April 2021. Rewards members also saved an additional \$7 million by redeeming benefits such as birthday coupons, \$10 sign up bonuses and special scratch off cards.

"As a quality of life enabler for our Navy community, Navy Exchange Service Command (NEXCOM) is always looking for ways to provide our patrons with cost-effective products and services to help them save some of their hard-earned paycheck," said Command Master Chief Dayna Winn, command master chief, NEXCOM. "The NEXt Level Rewards program allows NEX patrons to keep more money in their pockets in addition to saving an average of 20% when they

shop their NEX, where every day is tax free. On behalf of NEXCOM's worldwide workforce, it is an honor to serve our Navy warfighters and military families."

Once enrolled in the NEXt Level Rewards program, customers will receive a \$5 rebate for every 250 points earned monthly on all qualifying purchases. Customers receive one point for every dollar spent. Rebates are sent to members in the form of a NEX e-gift card.

It is free to enroll in the NEXt Level Rewards program, and can be done either online or in store. Once enrolled, a phone number is all that is needed at checkout to receive credit for purchases. Purchases made online will automatically earn rewards. In the past year, 600,000 customers have enrolled in the program.

More information on the NEXt Level Rewards program can be found at mynavyexchange.com/nextlevelreward. 🌟

NEXCOM Provides Critical Assistance in Times of Crisis

By Kristine Sturkie

OFFICE OF CORPORATE COMMUNICATIONS, NAVY EXCHANGE SERVICE COMMAND

The Navy Exchange Service Command (NEXCOM) serves as a strategic asset around the globe for U.S. Navy crisis response. The worldwide NEXCOM Enterprise is comprised of a workforce totaling over 16,000 among seven separate business lines—the Navy Exchange (NEX), Navy Lodge Program, Navy Gateway Inns & Suites, Ships Store Program, Navy Clothing and Textile Research Facility, Uniform Program Management Office and Telecommunications Program Office. Each of these businesses has unique capabilities that provide the U.S. Navy community with distinctive and critical response efforts following events such as hurricanes, wildfires, snowstorms, U.S. Navy ship incidents, pandemics and other humanitarian efforts.

As a Navy command, NEXCOM stands ready to support the U.S. Navy and its military members wherever and whenever it is called upon around the world. "We are a worldwide command with a value-added mission and purpose," said Capt. Craig Abraham, deputy commander Military Services at NEXCOM. "NEXCOM's mission essential capabilities, tactical business model and global locations, provide our Navy with a timely response and strategic support following any type of crisis."

In the past few years in particular, NEXCOM contributed much needed services and products to help sustain and support first responders, the military community and the fleet following U.S. Navy ship accidents while underway, the fire aboard USS Bonhomme Richard (LHD 6), countless natural disasters, and humanitarian efforts. NEXCOM's support included food, lodging, personal care items, internet services and uniform availability.

As an example, NEXCOM was there to lend a hand when USS John McCain (DDG 56) and USS Fitzgerald (DDG 62) were involved in collisions at sea. NEXCOM provided lodging for displaced Sailors, made Navy uniforms available for those Sailors who needed replacements and the NEX Yokosuka Flower Shop created the memorial flowers for those Sailors who made the ultimate sacrifice.

In 2020, during the fire aboard Bonhomme Richard, NEXCOM headquarters, along with NEX San Diego, provided water, sports drinks and ice as well as snacks to the first responders. In coordination with Naval Base San Diego leadership, NEX San Diego delivered 4,450 meals as well as personal care items to emergency responders and displaced Sailors.

In the aftermath of natural disasters like Hurricane Katrina in 2005, Hurricane Irma in 2017, Hurricane Michael in 2018 and the earthquake at Naval Air Weapons Station China Lake, California, in 2019, NEXCOM ensured all of its business lines were utilized to assist. Following Hurricane Katrina, NEXCOM provided free phone banks, delivered gasoline and deployed five Military Retail Facilities (MRF) to provide much needed food, drinks, electronics and health

and comfort items. Also, NEXCOM's Uniform Program Management Office instituted an emergency Deferred Payment Plan that allowed Sailors to purchase up to \$500 worth of uniform items and pay for them over a 12-month period, interest free. After Hurricane Michael, NEXCOM sent a MRF to assist the mission essential personnel and NEXCOM's Telecommunication Program Office established Wi-Fi hotspots. In addition, Navy Lodge Pensacola, Florida, made rooms available for those displaced due to the storm. In 2015, NEXCOM was also at the ready when Naval Support Activity Mid-South, Tennessee, was hit with unprecedented rain and flooding. NEXCOM provided emergency supplies, including diapers, dog food, gasoline and lodging.



Most recently, NEX Bahrain and NEX Naples, Italy, teams assisted in the Afghan humanitarian effort. NEXCOM personnel coordinated support with their respective installations to ensure the daily needs of individuals who evacuated Afghanistan were met with essentials like health and comfort items, masks, water and baby products.

"NEXCOM is uniquely qualified to support our Navy and our patrons during times of crisis," said Abraham. "Our seven business lines can offer a wide variety of products and services such as lodging, fuel, food service, telecommunications and more. Through the course of our retail business, we have contracts with a variety of businesses that are invaluable when supplies are needed in an emergency situation. We also have stock on-hand in our NEX locations and distribution centers that we can quickly mobilize to send to where it is needed." 🌟



NAVSUP Fleet Logistics Center Norfolk Opens New Mock Post Office for Training the Fleet

By Jim Kohler

OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER NORFOLK

The NAVSUP Fleet Logistics Center (FLC) Norfolk Postal Inspection Training Team recently completed a Continuous Process Improvement Just Do It project that directly impacts and improves the training and readiness of Fleet Postal Operations.

Recognizing a need for fleet postal officers to have an increased understanding and proficiency of postal operations and requirements, the team developed and implemented a "mock post office" that provides students hands-on training using exact replicas and equipment found in a shipboard environment. Honing in on the spirit and tradition of the Naval Supply Corps School "USS Duarte," the first class of postal officers successfully completed the inaugural training June 16.

"The Mock Post Office will serve as a live training evolution for numerous postal-related courses as well as provide direct fleet training opportunities for units preparing for deployments and scheduled postal inspections," explained NAVSUP FLC Norfolk Postal Program Manager Jeff Gibbs.

The mission of the NAVSUP FLC Norfolk Postal Inspection Training Team is

to administer cradle to grave training in all things postal for our supported fleet and ashore customers. "We are tasked by NAVSUP and United States Fleet Forces Command to conduct all required personnel qualification standards (PQS) training and qualification of all of our Atlantic Fleet ship postal officers and postal petty officers," said Gibbs. "To conform with those requirements, the training team conducts bi-weekly PQS training events and a quarterly three-day postal officer familiarization PQS training workshop. The Mock Post Office training enhances current PowerPoint presentations with actual post office hands on simulated events to more realistically provide guidance in requirements of postal duties."

Gibbs added the practical exercise for conducting a postal officer weekly inspection of the post office is being added to the end of the three-day postal officer familiarization PQS training workshop to give hands on experience from what was presented during the training event.

The training team prepared and outfitted the Mock Post Office with all the props necessary for shipboard postal operations to

USS Dwight D. Eisenhower (CVN 69) Postal Officer LSC (SW/AW) Daniel Shelton and United States Fleet Forces Command Fleet Postal Officer Christopher Wood conduct postal officer weekly inspection of the Mock Post Office, USS Norva (MPO 757). NAVSUP FLC Norfolk Postal Inspection and Training Team members providing training are Edgardo Rodriguez and Jesse Rose. —photo by Jim Kohler

include virtual mail box set ups, mail pieces, security set up and administrative files required for ship post office operations. "We created a realistic ship post office environment for hands on training events to occur," said Gibbs. "A second practical exercise for accountable mail has also been completed and will be tested in the near future before its incorporation into the three-day workshop."

He added that there are plans on creating additional Mock Post Office training events to continue to improve training quality provided for all of our supported customers.

"Many times our training is being given to personnel who for the first time are being assigned to perform postal functions for their command," explained Gibbs. "After completion of our classroom training events, we provide the students with a critique to evaluate the effectiveness of training provided. We had created a few lab events conducted in the classroom to give hands on training on tasking's within postal. When reviewing the student critiques of courses presented, they overwhelmingly praised the hands-on labs utilized during their training and asked for more. We came up with the idea of creating a Mock Post Office that emulated the environment that postal duties would be performed in with practical exercises (PEs) for students to perform tasking's learned within the Mock Post Office environment. Once the practical exercise were completed, we obtained volunteers to perform the PEs in the Mock Post Office. Each student commented the new hands-on training made it much easier to understand their taskings and requirements."

"In particular this will be helpful as the Navy transitions postal duty responsibilities over to the retail specialist rating," explained Gibbs. "Being actually able to perform a task being learned will assist understanding of the process and go a long way towards mission success, especially when in a deployed environment." 🌟

Fall 2022

Navy Cash Fleet Support Group Provides Training and Assistance for Atlantic Fleet Ships

By Tom Kreidel

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER NORFOLK

The NAVSUP Fleet Logistics Center (FLC) Norfolk Navy Cash Fleet Support Group (NCFSG) provides training and assistance for Navy Cash and disbursing operations for ships in the Atlantic Fleet.

According to Hugh Chin of the Navy Cash Fleet Support Group, Navy Cash is used by every Sailor stationed aboard a ship. In the Atlantic Fleet area of operations this adds up to 138 ships with Navy Cash installed, all supported by his two-person team supporting 128,000 accounts with monthly transactions of approximately \$22 million. Sailors can also use their cards on and off the ship, including in foreign ports.

"We are the main point of contact for supply officers regarding general support of S-4 operations within the supply department," Chin explained. "Time management on our part is critical."

He added that the two-person team also provides management oversight of all Navy Cash operations for ships in the Atlantic Fleet covering disbursing operations, fiscal issues, general operability, maintenance, upkeep and troubleshooting of Navy Cash equipment.

Training is a huge part of the team's role, with quarterly classes and on-site training, particularly for new disbursing officers who check onboard a ship. Chin added that help from the Navy Cash Support Groups is just a call or email away.

"Training helps record keepers and cashiers understand the day-to-day functions of the system and how to perform sales, assist customers, process refunds and obtain reports," Chin said.

NCFSG provides a vital role for new ships being commissioned, with oversight of contractor support for on-site installations. When ships decommission, they are there as well.

"Contractors install or remove Navy Cash equipment while NCFSG assists in removal of hard drives (later transferred to NIWC for destruction), unused merchant or replacement cards, as well as Navy Cash records from decommissioning ships," Chin explained. "We also coordinate removal of unused equipment from contractors for transfer to DRMO."

Chin says he is very proud of his role with the Navy Cash program, which dates back to his time on active duty as a senior chief disbursing clerk (now personnel specialist) at Naval Surface Force Atlantic. He explained the majority of supply officers on their first sea tour are assigned as disbursing officers, and he enjoys mentoring this group of junior officers.

"I take satisfaction in working with and often mentoring our young supply officers and Sailors who serve this great Navy. Providing them with the tools and guidance to be successful can be life changing," he said. "I often see some of these officers doing their department head tour a decade later as ship's supply officer on a carrier or large deck amphibious ship." 🌟

Below: Hugh Chin conducts training with Ens. Raymundo Soria S-3 officer aboard USS Mesa Verde (LPD 19). —photo by Jim Kohler





Above: NAVSUP FLC Yokosuka Reserve Unit Sailors participated in an array of training onboard NAVSUP FLC Norfolk in July. Front row: LS2 Marcela Barraza, LS1 Loreen Chang, LS2 Israel Trejo, LS1 Vicki Shrewsbury, LS2 Elizabeth Pedone, LS1 Toni Mackey, LS1 Chong Lei and LSC Kevin Smith Back row: LS1 Hector Lopez, LS1 Llopiz Luis, LS3 Gerald Mercado, LS1 Christopher Eitel, LS1 Juan Valadez, and LSSN Lily Ice. –photo by Tom Kreidel

NAVSUP Fleet Logistics Center Yokosuka Reserve Unit Trains at NAVSUP Fleet Logistics Center Norfolk

By Tom Kreidel

OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER NORFOLK

NAVSUP Fleet Logistics Center (FLC) Norfolk hosted a group of Sailors from the reserve unit of NAVSUP FLC Yokosuka for a week of training in late July.

According to NAVSUP FLC Norfolk Reserve Training Program Director Lt. Cmdr. Austin Kingery, Sailors received training on Automated Manifesting Systems-Tactical; toured the Defense Logistics Agency Material Processing Center, Air Mobility Command Norfolk Air Terminal and Fleet Readiness Center Norfolk; completed two days of contributory support to Advanced Traceability and Control Norfolk; received forklift certification and completed a ship tour of USS James E. Williams (DDG 95).

Reservist Sailors assigned to NAVSUP FLC Yokosuka live in the United States despite being assigned to a unit outside the continental United States (OCONUS), making the training in Norfolk highly beneficial.

“It was a cost effective way to support our enterprise teammates by having them travel to Norfolk to and receive training vice Yokosuka, Japan, especially with COVID related OCONUS travel challenges,” explained Kingery. “This enabled them to get valuable hands on experience

and continue to pursue logistics support representative qualifications in support of NAVSUP FLC Yokosuka.”

He added that having Sailors from another unit train provided a different point of view, helping to lead to possible new ideas for best practices at NAVSUP FLC Norfolk. He said the training was a team effort, with Naval Reserve (NR) NAVSUP FLC Norfolk leadership working on scheduling, tours and coordination for the week. NAVSUP FLC Norfolk staff supported Advanced Traceability and Control and the forklift certification and NAVSUP WSS T&D provided Automated Manifesting System-Tactical.

Kingery also reported that the training was a popular success with NR Yokosuka Sailors.

“Survey results were extremely positive and recommended this effort continue for other OCONUS supported units drilling stateside,” he concluded. 🌟

Below: LSSN Lily Ice and LS2 Marcela Barraza from the NAVSUP FLC Yokosuka Reserve Unit work with Automated Manifesting Systems-Tactical (AMS-TAC) gear during a recent week of training at NAVSUP FLC Norfolk. AMS-TAC is a vital piece of gear that allows Logistics Support Representatives to receive and dispatch cargo. –photo by Nathan Monroe



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