

THE NAVY SUPPLY CORPS
 **Newsletter**

MAY / JUNE 2017

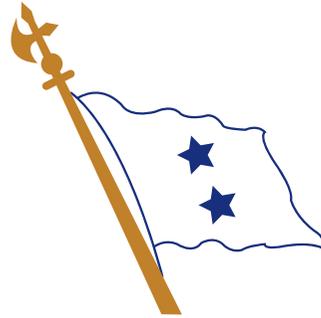
Life as a Supply Corps Junior Officer



Supply Corps **Junior Officers**
Share Their Early Stories



A Message from the Chief of Supply Corps



Our junior officers (JOs) are the Supply Corps' future and key to winning the battles of the future. As Chief of Naval Operations Adm. John Richardson recently emphasized, "the core of a team's success is its people. At the end of the day, warfare is a human contest. It's minds against minds. Teams against teams. We fight and we win in teams." This edition of the Navy Supply Corps Newsletter focuses on our JOs to strengthen their role in the team we bring to the fight. Each article provides insights from and about your fellow JOs and how they are progressing personally and professionally in their Supply Corps careers. Their stories may reflect in your own path or provide new perspectives on your career choices.

As you continue through your career, accept challenging assignments that may seem to be out of your comfort zone. Learn what is out there. Determine what your dream is. Take the toughest, most interesting, and most challenging jobs available to you, and learn how to do them well. Always keep an open mind and do your best. Remember, there are no bad assignments –those challenges open opportunities. You are the future of the Supply Corps, so make the most of it!

Mentoring is vitally important for all officers rising through the Supply Corps' ranks. Tap your mentors to help guide you to the "how." Senior officers and mentors, reflect on what JOs are saying. Are we, as mentors, answering our JOs with the "what" and the "how" they need to chart their careers?

The new "It's Your Career" supplement, "Navigating the Mentor-Protégé Relationship," available on the Navy Supply Corps Officer Career Counselor website and on the eSUPPO app, provides valuable guidance for positive mentoring. The "Navy Leader Development Framework" highlights the importance of mentoring, noting, "mentors probe deeply into their protégé's strengths and weaknesses, challenging them to be a more complete 'whole person.'" Our leadership is here with open ears and sharp minds to assist you in accomplishing more for yourself and the Navy.

Dave Anderson, the author of "Becoming a Leader of Character," wrote, "Becoming a leader of character changes lives - our lives and the lives of the people we touch." Lead by example at every level of your career. Build trust, use sound and ethical judgment, and stand accountable for your choices that affect you and others. Together we will lead a great Navy forward!

J. A. YUEN
RADM, SC, USN

MAY/JUNE 2017



NEWS FROM THE Command Master Chief

Team Supply,

Congratulations to all of our newly selected master chiefs and senior chiefs! What a great time to be a supply enlisted leader in today's Navy!

In this newsletter edition we will hear from our junior officers from around the fleet and within the Naval Supply Systems Command Enterprise. I look forward to reading articles from those officers who are not just division officers, but who also provide countless assistance in all areas of supporting the warfighter. These future leaders are who chief petty officers look forward to training and watching as they grow. There are no better officers than those who care for their people, those who are passionate and understand the development of business, and ultimately those who transform "lessons learned" into action by the Navy's supply support body of knowledge in problem solving.

Looking back at my own career, I remember the junior Supply Corps officers on USS Thorn (DD 988) and USS O'Bannon (DD 987) whom I met when I first joined the Navy. I recall how different the level of responsibilities were for them compared to the junior Supply Corps officers I interacted with on USS Sand Lance (SSN 660) and USS Batfish (SSN 681) during my first enlistment. Thorn's disbursing officer, Lt.j.g. Guthrie, was the first junior Supply Corps officer I met who not only believed in "trust, but verify," but performed a daily display of a servant's heart, bedside manner, and a Socratic mindset in the core of his beliefs.

Thank you to all of the junior Supply Corps officers who provided articles for this newsletter. Your contribution is another reason why we, "Team Supply," have become so successful in meeting the mission.

Lead with character and competence!

MCPO(SW/AW) THADDEUS T. WRIGHT, USN
MASTER CHIEF PETTY OFFICER OF THE SUPPLY COMMUNITY
NAVAL SUPPLY SYSTEMS COMMAND

The Navy Supply Corps Newsletter

NEWSLETTER

Volume 80, No. 3

**Rear Adm. Jonathan A. Yuen,
SC, USN
Commander
Naval Supply Systems Command
and Chief of Supply Corps**

**Mr. Mike Madden
Vice Commander
Naval Supply Systems Command**

**Capt. Eric Morgan, SC, USN
Chief of Staff
Naval Supply Systems Command**

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JANICE DERK
Publisher

LAUREEN RAMOS
Editor

SPECIAL INTEREST



Vice Adm. Cullom was honored as an Honorary Supply Corps Flag Officer Wednesday, April 5, 2017.



Supply Corps Flag Nominated for Promotion

Rear Admiral (lower half) John P. Polowczyk selected for promotion to the rank of Rear Admiral

Rear Adm. John P. Polowczyk is currently serving as director, Logistics Programs and Business Operations (OPNAV N41), Washington, D.C.

Rear Adm. Polowczyk earned a bachelor's degree from the United States Naval Academy. He also holds master's degrees in Contract and Acquisition Management from the Naval Postgraduate School and National Resource Strategy from the National Defense University Industrial College of the Armed Forces. He has also received advanced education through the Executive Education Program offered at the Tuck School of Business at Dartmouth College.

Rear Adm. Polowczyk's afloat assignments include USS Queenfish (SSN 651); USS Peterson (DD 969); and USS Bataan (LHD 5).

Previous duty stations include director, Fleet Ordnance and Supply, and Fleet Supply Officer, N41, U.S. Fleet Forces Command, Norfolk, Virginia; comptroller, U.S. Fleet Forces Command, Norfolk, Virginia; commanding officer, NAVSUP Fleet Logistics Center Pearl Harbor, Hawaii; business management officer, U.S. Joint Forces Command, Norfolk, Virginia; military assistant to the Assistant Secretary of the Navy (Financial Management & Comptroller), Office of the Chief of Naval Operations, N41, Washington, District of Columbia.; business financial manager, Naval Sea Systems Command (NAVSEA), Washington, D.C.; financial officer, Commander, Naval Surface Force, U.S. Atlantic Fleet, Norfolk, Virginia; contracting officer, NAVSEA; and instructor, Naval Supply Corps School, Athens, Georgia. ✨

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Taking the Heat: Navy Tests New Submarine Steam Suits

BY WARREN DUFFIE JR., CORPORATE STRATEGIC COMMUNICATIONS, OFFICE OF NAVAL RESEARCH

Machinist's Mate 1st Class Nathan Lindner was testing the newest suit designed to protect Sailors from steam leaks on nuclear-powered submarines. He pulled on thick gloves and boots, and donned a face shield for a self-contained breathing apparatus. He then slid into the sleek, silver prototype steam suit, hoisted an air tank onto his back, and connected a regulator to the breathing apparatus. Total time: a little more than two minutes.

Meanwhile, Machinist's Mate 2nd Class Cameron Sebastian wrestled with the current, older steam suit used Navywide. First, he put on boots and a set of firefighters' coveralls, followed by the air tank and breathing apparatus. Finally, he wriggled into a bulky, HAZMAT-style chemical suit. His time: more than double Lindner's.

"It was pretty dramatic seeing the differences between the old and new steam suits, especially how they affect the speed getting into it, as well as mobility," said Sebastian.

Both men served on the Los Angeles-class submarine USS Toledo (SSN 769) and were among the Sailors attending a recent demonstration of the prototype steam suit at Naval Submarine Base New London. Sponsored by the Office of Naval Research's (ONR) TechSolutions Program, the new suit was developed by the Naval Sea Systems Command (NAVSEA) and Navy Clothing and Textile Research Facility (NCTRF), and currently is being tested at sea by the Toledo's crew.

If pressurized steam lines aboard a submarine rupture, they can leak steam at extremely high temperatures, potentially resulting in severe injury or death. To make emergency repairs or rescue crewmates, Sailors must wear protective suits.

"In the unlikely event this piece of damage control equipment is needed, time is of the essence to protect not only the individual, but the entire boat," said ONR Command Master Chief Matt Matteson.

"The new steam suit provides enhanced flexibility, maneuverability and ease of donning during such an emergency."

Although the current steam suits used Navywide have performed well since being introduced a decade ago, NAVSEA regularly receives suggestions from Sailors on how to improve them; so the command contacted TechSolutions about designing a better suit. TechSolutions is ONR's rapid-response science and technology program that develops prototype technologies to address problems voiced by Sailors and Marines, usually within 12-18 months.

With TechSolutions' guidance, NAVSEA partnered with NCTRF to implement several key suit improvements. The new steam suit is one piece and nine pounds lighter, cutting donning time while still

maintaining protective strength. The air tank and hose for the breathing apparatus are worn on the outside, instead of under a chemical suit, allowing better access to oxygen. There are also gel ice packs to keep cool.

Then there's the unique style of gloves. While the current steam suit has mittens, the new prototype features "lobster claws" with thumbs and two fingers, making it easier to grasp tools, climb ladders and navigate the close confines of a submarine. The "lobster claws" also have leathery fabric for wiping the face shield if steam fogs it up.

For the next few months, the prototype suits will be tested during at-sea drills aboard the Toledo and two other submarines. Afterward, NAVSEA will make suggested improvements and, hopefully, see the suit issued throughout the fleet in the next couple of years.

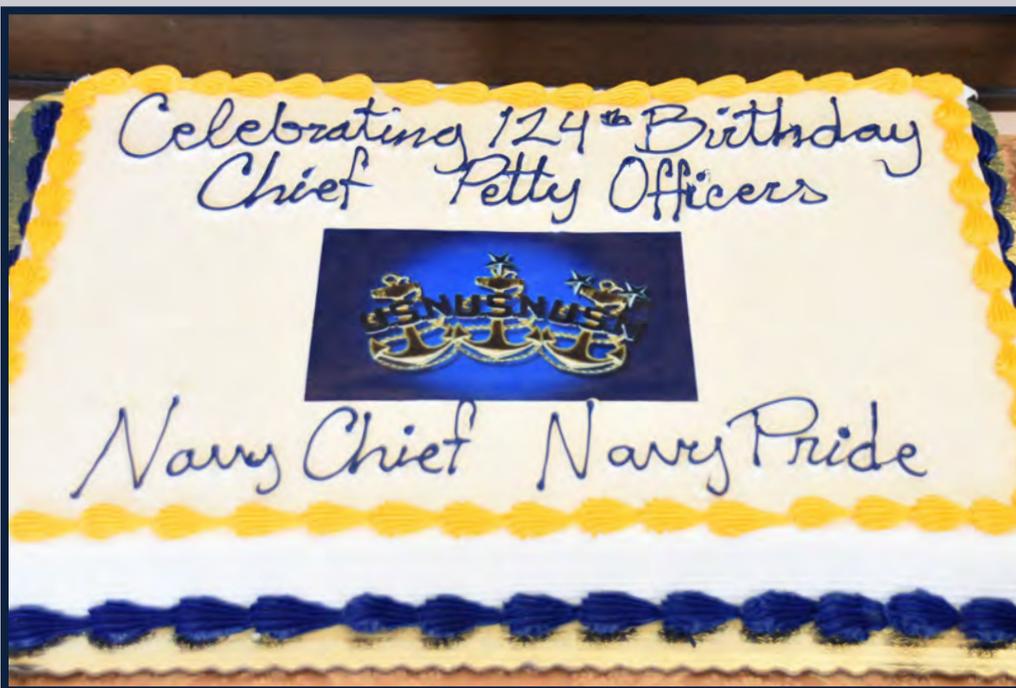
"Our goal was to create a lighter suit that enables users to get around better, quicker, and easier," said Bob Bassett, NAVSEA's branch head for in-service submarine propulsion and electrical systems. "It's an all-around improved suit, and we can't wait to get feedback from the Sailors after the trials." 🌟

Watch a video of the steam suit demonstration at:
<https://youtu.be/lzBC5LUHlVE>.



MM2 Nicholas Lewis, right, from the USS Toledo (SSN 769), watches as MM2 Cameron Sebastian tests a prototype submarine steam suit ensemble during an orientation class held at Naval Submarine Base New London. NAVSEA, via the ONR TechSolutions Office, has funded NCTRF to develop the next generation of protective gear for emergency responders to steam line ruptures aboard submarines.
—photo by John F. Williams

MAY/JUNE 2017



Celebrating 124th Birthday Chief Petty Officers

Above left to right: CWO3 Carey Worsham, CMDMCM Pablo Cintron, CMDMCM Thaddeus Wright, "Honorary Chief" Rear Adm. Jonathan Yuen, CSC 3 Antonio Albano (on knee) and LCS Kayon Davis along with members of the Coronado Base Gallery Team.

FEATURE STORY

My First Year in the Fleet

BY ENSIGN JESSICA GOTTAL, SC, USN,
SALES/DISBURSING OFFICER
USS LASSEN (DDG 82)

I have had a very different experience since entering the fleet back in April 2016. Toward the end of my time at Navy Supply Corps School (NSCS), I had already begun down a path that felt a little unwieldy. Experiencing approximately five separate orders modifications within my last few weeks there, I finally ended up with orders to Mayport, Florida. It was my top pick, and I couldn't be more grateful to the leadership and staff at NSCS who helped make that dream a reality. Excitedly, I received those orders with just 10 days of travel time to report to the transient personnel unit in Mayport, as my new ship, USS Lassen (DDG 82), was in the midst of a homeport shift and 4th Fleet deployment on her way home from Yokosuka, Japan. I would meet the ship in Panama less than 15 days after graduating from NSCS.

With the time constraints to get from Newport, Rhode Island to Mayport, Florida, my husband, two dogs, and I rushed to throw together a plan that would successfully move us and all of our things South. Since there was not enough time to take house hunting leave, my husband and I decided to take turns driving the 1,100 miles in just a day and a half in order to have time to get my family as settled as possible before I left for the remaining two months of deployment.

Upon arrival, I was immediately introduced to the fast-paced work tempo of a ship on deployment and jumped right in. I had been expecting this and was excited to get started. There were already two other supply officers – my new supply officer (SUPPO) and the disbursing officer (DISBO) I was relieving. The DISBO did everything he could to make me feel welcome and help me get my bearings. NSCS had done a good job of giving me a baseline of understanding that I could apply to the work I was doing, but there were many new things to learn about the disbursing operation afloat, particularly how to function while on deployment in an area of operation that did not have prime vendor support throughout much of it. The DISBO and I completed our turnover within the first month. By May 2016, I was running the operation.

After nearly two months underway, I had gotten my wits about me and shifted my focus to qualifying for my Surface Warfare Supply

Corps Officer (SWSCO) pin, the major qualification for a first tour supply officer. As we got closer to the end of our deployment/homeport shift, we were busy preparing for Lassen's tiger cruise. Two weeks out, we received an email from our commodore requesting a



Ensign Jessica Gottal

volunteer to be DISBO on USS The Sullivans (DDG 68).

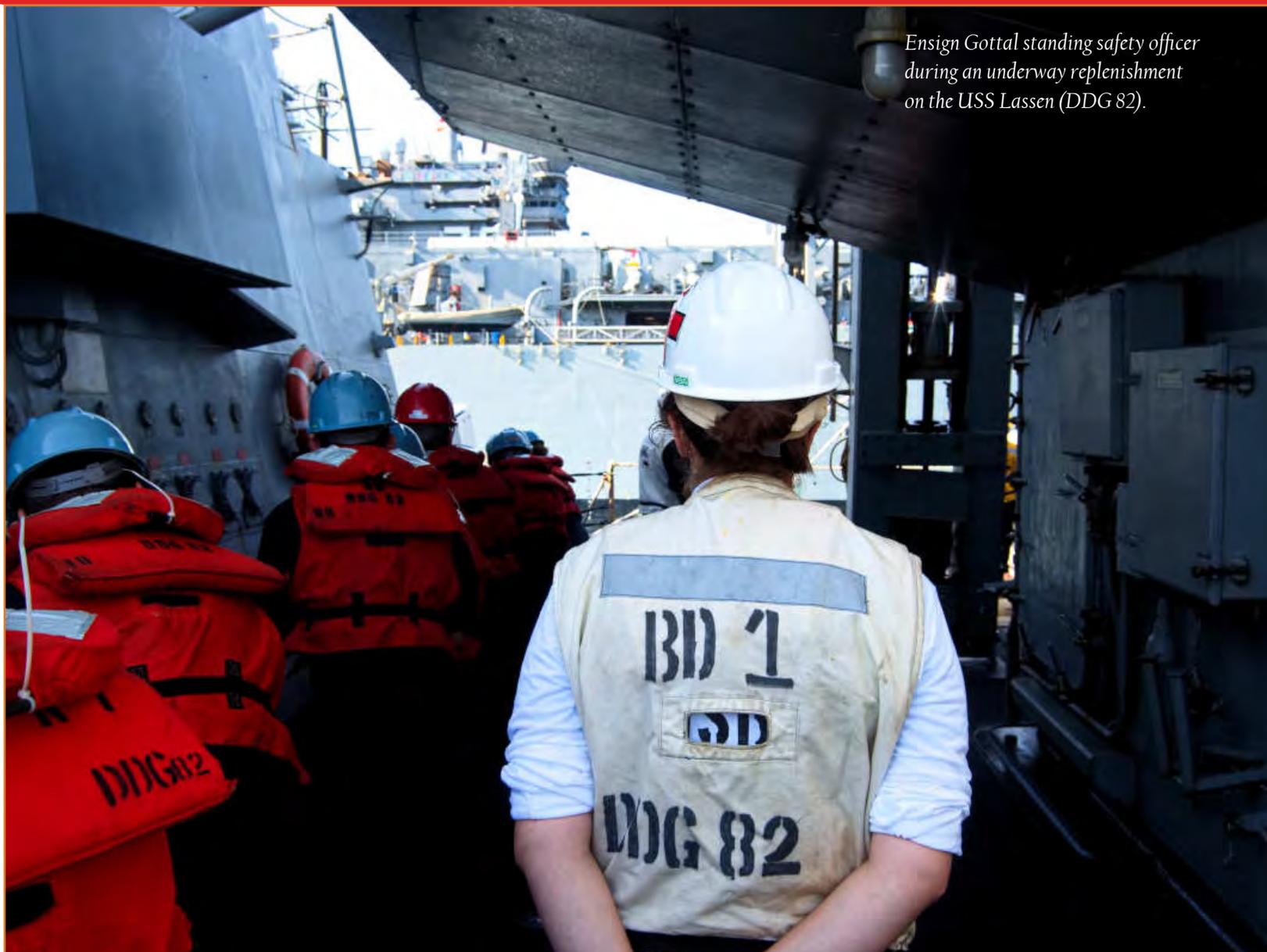
Though I only had two months of experience, SUPPO and the captain believed that I was capable of executing the shift and highly recommended that I take the opportunity. Before I knew it, I had received orders to 5th Fleet to join up with The Sullivans. Lucky for us, Lassen's DISBO was going to be onboard for a few more months, so we swiftly turned the operation back over to him. That settled the operational side of things.

I had to quickly balance my other responsibilities, as well. My family and I were surprised, to say the least. My two-month under-way had suddenly become at least four months, and now on the other side of the planet. We had been expecting a wonderful reunion with my family, the celebration of a successful deployment, and some much needed downtime during the ship's leave period. However, I was determined not only to succeed as The Sullivans' DISBO and help finish out their deployment, but to absorb as much knowledge as possible and improve my skills as a supply officer. I was fortunate to have such a considerate chain of command and was able to communicate all of my personal preferences during the transition process.

As Lassen pulled into Fort Lauderdale, Florida, to pick up family and friends for the tiger cruise, I left the ship as soon as the brow was in place. I spent a brief six hours with my husband in the states before getting on a plane heading to Bahrain. I gained a vast amount of knowledge as I performed yet another turnover and accepted the disbursing operation aboard The Sullivans. Most of my time was dedicated to getting up to speed with their disbursing operation. I was even able to improve some of the established processes, making sure that everything was well within Navy standards and ready to go for when The Sullivans' permanent DISBO would arrive a month and a half later. I spent time working on qualifications and focused on helping their SUPPO solve any issues that came up in supply. It felt great to conquer adversity in support of my fellow supply officers.

When the ship pulled in to Rota, Spain, the permanent DISBO arrived. I had successfully balanced the disbursing operation and was ready to turn it all over to him. We were working with a very limited amount of time as I had to get back to Jacksonville in order to attend

Ensign Gottal standing safety officer during an underway replenishment on the USS Lassen (DDG 82).



Helicopter Control Officer (HCO) School. I spent every waking hour with him showing him the ropes. The next day and a half was completely dedicated to disbursing and making sure that the new DISBO would be well-versed and confident enough to take over successfully. Having completed a third turnover and running a disbursing operation on multiple ships, I was more confident than ever and happy to finally be getting back to Jacksonville, Lassen, and my family.

Upon my return to Florida, I was able to get some much needed rest before heading to Norfolk to attend HCO School. Soon after graduating and returning to Lassen, we were off on several underways, participating in war games and helping other units certify for deployment. Feeling eager to support my ship in any way possible and armed with the experience I had gained from deployment and NSCS, I humbly re-assumed my duties. Being back in my homeport and finished with turnover allowed me to finally free up enough time to

knock out the rest of my qualifications. Funny enough, I felt like I knew supply like the back of my hand. It was weapons and combat systems I found myself up at all hours of the night studying. After just five months of being back, I found myself standing in front of our commanding officer as he awarded me my SWSCO pin.

In less than a year out in the fleet, I have experienced many challenges and unexpected twists and turns. Spending so much time at sea during deployment and then being constantly underway was often difficult for my family and me. However, I am proud to say that the curriculum, leadership, and mentorship at the NSCS Basic Qualification Course and the experience of both deployments gave me the fundamental knowledge and the confidence to earn my pin in only 10 months. In the midst of substantial adversity, I was able to persevere. I am happy to say that the supply officers and chiefs I met along the way were there to guide and support me. Balancing work and life in the Navy is no easy task, but nothing worth having is. 🌟

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In The Supply Corps...

BY LT. J.G. JARRED MACK, SC, USN,
BUSINESS FINANCIAL
MANAGEMENT INTERN
NAVAL SEA SYSTEMS COMMAND



Lt. J.G. Jarred Mack

If one thing is constant in the Navy, it is that nothing is constant, and if you are anything like me, you often find yourself asking why? Why was something cancelled? Why is the lead time 18 months for a part? Why can't you do something or are required to do something? Being the supply department head on a minesweeper as an ensign highlighted how much I knew about shipboard supply operations but also made me realize how little I knew regarding big Navy supply, logistics, financials, and operations. When it came time to select my next set of orders, I was determined to find a position that would promote long-term learning and growth both professionally and personally in order to bridge the gap between my understanding of shipboard operations and shore-side supply operations. After long consideration and the solicited advice of several of my Supply Corps mentors, I looked at one program to help facilitate my understanding of the big picture—a Supply Corps internship.

I applied for the business financial management (BFM) internship in Washington, D.C. and was selected for the position at the

Naval Sea Systems Command. I have only been onboard for a few short months, but in that time, my eyes have been opened to the world of major acquisitions, contracting, and budget formulation.

Beginning in the program executive office for littoral combat ships (LCS), I was thrust into the heat of things, working with the acquisition team. Our team manages a budget in excess of \$4 billion dollars for the sustainment and modernization of the LCS fleet. I have quickly immersed myself in the world of financials by sitting in on meetings, giving high-level program manager-level briefs, and training for my BFM level 1 online. The internships are designed to provide high level exposure in a specific field to junior level officers with the idea that you will continue to sharpen those skills over your career. Many senior level positions require a high level of expertise, and an internship is an excellent way to build your knowledge base.

Understanding the complex and lengthy budget formulation, submittal and approval process was the first concept I began to tackle while delving into the numerous instructions, regulations, directives, and memos. The many questions I had previously pondered about began to be answered.

The internship has set the path forward for my career. To be successful at the higher levels of leadership and professionalism, you need a skillset. Learning and mastering a skill in one of the Supply Corps core functional areas is imperative to your ability later in your career in order to be detailed to the more challenging billets. The internship program affords young junior officers the opportunity to lay their initial career foundation and, in many cases, actually become qualified in a specific career field.

The skills I gained while attending the Navy Supply Corps School prepped me very well for my professional and personal development. I was educated on the basics of shipboard supply operations. I also learned how to problem solve, find innovative solutions, work through complex issues, and seek out the counsel and advice of shipmates. Those skills will lend themselves very useful throughout my career and should never be forgotten. ☀

Benefits of Instructor Duty at the Navy Supply Corps School

BY LT. LISA HARDMAN, SC, USN, SUPPO
USS OHIO (SSGN 726)

Professional Development

Have you ever considered a job where your impact and influence are felt immediately by the fleet? Upon completion of a successful operational tour, you have the opportunity to compete and screen to become an instructor at the Navy Supply Corps School (NSCS). It is an honor to be hand-selected to demonstrate your job proficiency for other officers through instruction and leadership. As an instructor, you will share your knowledge and experiences with the newest generation of Supply Corps officers. The best way to master a topic is to teach and learn it well enough to introduce concepts to folks who have never been exposed to what it is we do as professionals. Instructing forces you to become an expert. Students challenge instructors to dig deeper and learn the subject matter thoroughly. A great instructor knows the most recent instruction and the phone number of the subject matter experts in the fleet driving the change. NSCS drives networking out of necessity. We, as a staff at NSCS, want to be as up-to-date and as sharp as possible.

At NSCS, active duty instructors are the critical link between the pulse of the fleet and the civilian instructors, serving as subject matter experts to ensure continuity of instruction. NSCS provides an opportunity for instructors, especially those coming from one or two-man operations, to get their first competitive FITREP. What better place to do that than at a command where each of your fellow Supply Corps officers were screened after they went through a rigorous application process? Your fitness report is also submitted by supply senior leadership who have also been hand-selected as schoolhouse administrators. Also, you have a wealth of career advice and mentoring abundantly available to you. At the schoolhouse, you have a valuable opportunity to network with a variety of guest speakers, such as Chief of Supply Corps (past and present), leaders from Defense Logistics Agency, Naval Supply Systems Command, Naval Air Systems Command, U.S. Navy type commands, and other major commands, along with civilian industry leaders.

Senior Supply Corps officers come to NSCS to attend advanced courses. During their rotation, they pass along to staff and students their successes and failures to enhance student learning and create the connection between curriculum and fleet expectations. Opportunities abound to expand our professional development through detailer and internship recruiter visits throughout the year, as well.



Lt. Lisa Hardman

Rewarding

Your thumbprint as an instructor is felt instantly in the fleet. Instructors must stress upon the students the importance of setting the standard. Hopefully, students are inspired to raise the bar. Teaching our Supply Corps officers to interpret and apply guidance, such as publications and instructions, is a rewarding challenge.

Once you have mastered the art of effective instruction, you have the challenge of boarding for master training specialist. Creating new ways to present training objectives is key for instructors, as you must gauge if the students are grasping the concepts and material. You must also determine whether the students understand what you are conveying to successfully meet the challenges of their upcoming assignments. In addition, you provide students the tools to stand solid with publications in hand and the knowledge of how to effectively utilize the supply officer network if faced with ethical dilemmas. It is gratifying when previous students share their successful Supply Management Certification and Field Examination Group Inspection scores.

Newport Area/ Family

NSCS maintains a work environment that promotes opportunity to focus on family, friends, and other interests, while enhancing the staff's professional development. Being in a schoolhouse environment allows for a structured, predictable and consistent schedule. With the

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command enjoying every weekend and holiday off, you will have more than enough time to pursue additional hobbies and personal interests. The schoolhouse staff uses weekend opportunities to volunteer with students to make a difference in the local community. The flexible schedule also makes it easy to spend time off the podium working on fitness goals or pursuing outside education. Our duty schedule is equally as predictable and relatively painless.

Geographically, the Newport area is phenomenal. Our location allows staff to take advantage of the U.S. Naval War College, which includes the Fleet Seminar Program, as staff members work toward completing the Joint Professional Military Education Program. This program is a critical milestone for career progression. Life as an instructor truly allows you to achieve the much talked about work/life balance. You can discover beautiful Rhode Island, which is an exciting destination for leisure opportunities of every description. Since Newport is located in the heart of New England, Rhode Island offers urban tempo, rural tranquility, and 400 miles of winding coastline. Although Newport is rich in culture, it is also within driving distance of Boston and New York City.

Summary

We are the tip of the spear as our entire community trains from this single point. NSCS continually receives feedback on the validity of the material taught and the impact of new programs and our community. The mission of the NSCS is to provide students with the personal and professional foundations of success. It is an exciting time to be

8 rocking the cradle of the Supply Corps.

Serving as an instructor can be deeply rewarding as we help students enhance their personal and professional abilities to truly be "Ready for Sea". 🌟



Lt. Jay McMurtrey

Balancing the Work/Home-Life Scale

BY LT. JAY McMURTREY, SC, USN, RESERVE INSTRUCTOR
NAVY SUPPLY CORPS SCHOOL

When you break down what makes the most successful officers, something that you would never know without personal familiarity, is they are successful in their lives at home with their families. All that you can see from their biographies are grand lists of accomplishments that make you wonder how you would have time to fit all of that into one career.

As we progress and hit our milestones as Supply Corps officers, we incrementally get a wider vantage point on what it takes to be successful. What defines success is different for each and every one of us, and it can be trying at times to build oneself into the picturesque

officer that many of us strive for. Those who have been around awhile understand that this pursuit can come at a cost to your life outside the Navy. Unfortunately, there is no “one-size-fits-all” approach and I am continually balancing the scale after sixteen years in the Navy.

Going from enlisted to officer, and then from single to married, then divorced to re-married, each experience increased my level of responsibility to my job and family. My wife is familiar with the Navy’s fitness report that we all receive at least once a year and doesn’t hesitate to let me know when I need to refocus my attention toward my “in-home” evaluations. The biggest thing that helps balance my work and home life is the effective scheduling of time. Some of my favorite motivational speakers preach on this point as having the biggest impact in their quests to achieving success. Waking up early in the morning is an approach I have adopted. My day begins early. The house is silent from the hours of 0300-0500 and I use this time to study and get some extra work in. This allows me to focus on my family when I get home from work and not stress out my wife (who actually enjoys my company, if you can believe that). For those who have children who wake them up at all hours of the night, my early approach may not be as feasible. However, finding that crease in your schedule where you can focus on your work and education may make the difference as it does for me. Additionally, I like to prepare my lunch at home and eat at my desk during our lunch breaks. Those minutes add up and are all things I consider when trying to balance my work/home-life schedule. A modified quote from Eric Thomas that resonates with me is “...we only have twenty-four hours in a day. The only difference between success and the person who is broke is that a successful person uses their twenty-four hours wisely. I can tell you where you are going to be in 20 years if I can take a look at your schedule.”

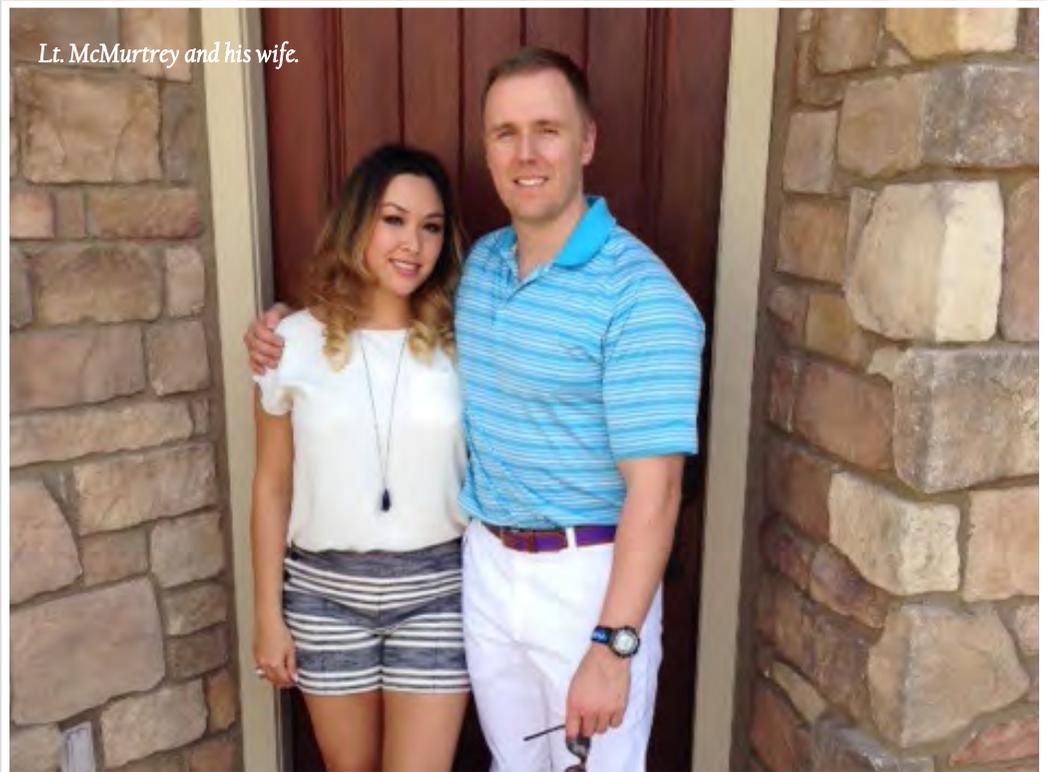
Even though I believe myself to be one of excellent time management, I too fall into the category of having commitments that tip the scales in favor of work. Pursuing my education is a high priority, both professionally and personally, but it can be a huge detractor

from spending time at home. Having family members that support and understand these commitments are essential among school, volunteering, and deployments. Those open lines of communication have made a huge difference in my overall success on the homefront.

When I volunteer, I try to make it a family affair. I have a passion for giving back to my community and it’s something that I can share with my wife. Volunteering allows

taxing. When combined with deploying, trying to balance too many tertiary things (such as home remodeling and attending school) proved to be too much to endure.

Anyone who struggles to find balance in their work/home-life can face the ultimate threat on the home front – divorce. I am not one that escaped that threat. I was taught that in every battle there is a victory. In hindsight, divorce ultimately was best for me. It opened an opportunity



Lt. McMurtrey and his wife.

me to accomplish multiple things simultaneously while balancing the work/home-life scale on the homefront.

Deployments are a part of our lives as Sailors; and as leaders, they give us the opportunity to flex our metal as supply officers. Deployments are professionally challenging, yet rewarding. However, they can also be the most stressful time for our families who carry on without us. During my deployments, I wasn’t always the best at communicating with my family. This, among other things, contributed to problems in my personal life. I was newly married for my first deployment, and the in-port schedule was

for the right person to enter my life, added to my depth of experience, and allowed me to empathize with my Sailors who may be going through a similar experience.

My approach in accomplishing a healthy work/home-life is cautiously simple. Understanding work commitments, both in the near- and long-term, while openly communicating them with my family, has served me well. I couldn’t do what I do without my wife’s support. She helps me find the correct balance for life and maintains a healthy relationship between my home and Navy family. 🌟



Lt. Michael Marchese

From Babychop to Battlechop

BY LT. MICHAEL MARCHESE, SC, USN
SUPPLY MANAGEMENT/SUPPLY OFFICER
DEPARTMENT HEAD COURSE INSTRUCTOR
NAVY SUPPLY CORPS SCHOOL

As I wrote this, I looked down at my gold dolphins that I wear so proudly on my chest and memories flooded my mind of days past aboard the mighty fast-attack submarine, USS Annapolis (SSN 760). I also remembered looking down to the left side of my chest back in December of 2012 and seeing U.S. Navy written on my Navy Working Uniform and longing to add some “fish” above those words. At the time though, the path to reaching my goal was uncertain. Although I may not have showed it much, I was nervous because I did not want to fail.

Day one, I had about 11.5 active duty months in the service, some schooling under my belt, and I was ready to hit the ground running. I had just checked aboard a Los Angeles-class submarine as the supply officer. I was a baby-faced, 24-year old ensign now assuming my duties as one of four department heads on a nuclear-powered warship, but it would be a while before Ensign Marchese became “Battlechop,” a term of endearment bestowed upon only the most tactical supply officers out there who wholeheartedly become submariners during their tours. In fact, the senior chief yeoman who I checked in with called me “Babychop,” until I truly earned his respect.

My first couple of months as the supply officer tested me in every way. The Annapolis was finishing up a maintenance period in Groton, Connecticut. We had to quickly reopen a galley that had been closed for months, ready the ship logistically in order to support the next year of deployment workups, and boost the morale of a crew that had not been out to sea for quite some time. This was all accomplished while pushing through some personnel issues, figuring out an efficient

way to complete all of my daily, weekly, and monthly requirements, and trying to earn the respect of the crew. Ultimately, this meant early days and late nights, and there were certainly moments of doubt. The outlook was bleak and the nervousness was still there.

Fast forward about six months and I was thriving. The quick pace of the operational day, the harmony of the entire ship working together to route and deliver a casualty report requisition to the commanding officer, multiple daily meetings and briefings, parts coming and going, the next meal never being more than a few hours away, and the ship getting underway – I loved it all! I found out how to be useful to the ship, which at the heart of it is all a submariner really needs to be – useful to the ship and the crew. It doesn’t matter what you look like, where you are from, or whether you are a male or female. Submariners just want their shipmates to be useful to the ship, to pull their own weight, and to be ready to fight a casualty in case of emergency. For me, being useful to the ship meant that I had to be the “chop” through and through, taking charge of S1 and S2 divisions and running those divisions soundly. I was not yet the “battlechop” that I would eventually become, but I was certainly the chop. I could always be relied on by the captain, my peers, and my subordinates to support the ship logistically in a legal and moral way. That’s what made me the chop.

At the nine-month mark, I had spent most of my time at sea and momentum was in my favor. I qualified as a submarine supply officer on September 22, 2013 and officially joined a community rich in tradition and pride. Earning my fish made all of the rigorous work and the process of qualifying pay off, as I had never been more proud in my entire life up to that point. The feats that U.S. Navy submarines have accomplished in every major modern war is a testament to the caliber of person that calls him or herself a “bubblehead”.

My boat deployed to U.S. European Command and U.S. Central Command in early March of 2014. At this point, my department was firing on all cylinders after having successfully prepared for a six-plus-month deployment overseas. In addition, I had been submarine qualified for half of a year at that time and was fully integrated into a tactical watch section. Something just clicked when it came to tracking “contacts” as a contact manager in control. Essentially, a contact manager supervises and filters all of the information coming from sonar and fire control and makes real-time recommendations to the officer of the deck based on the current mission. It was a dynamic and challenging duty. The watch was part of a controlled chaos that I had recently grown so fond of as so many chops do. On many occasions, I found myself peering at an unsuspecting target through a periscope while making course recommendations. This was what I had signed up for! The junior line officers could come to me for help tracking down a part or for advice on how to read a “trace” on a sonar screen. Eventually, during 2014’s deployment, my ship’s weapons officer started calling me battlechop and it stuck for the rest of my tour... hopefully for life.

To this day, I still remember how scary it was checking aboard my submarine in December 2012. I barely had a year in the Navy, my life experience was minimal, and, at times, I felt like I had the weight of the world on my shoulders. Being chosen for submarine duty pushed me out of my comfort zone and enabled me to grow into the confident naval officer that I am today. Call me battlechop and you will surely see my golden dolphins as I stand just that much taller these days because of my time on the Annapolis. 🌟

MAY/JUNE 2017



Lt. Cmdr. Brent Niven

My Secrets to finding the JO Work-Life Balance

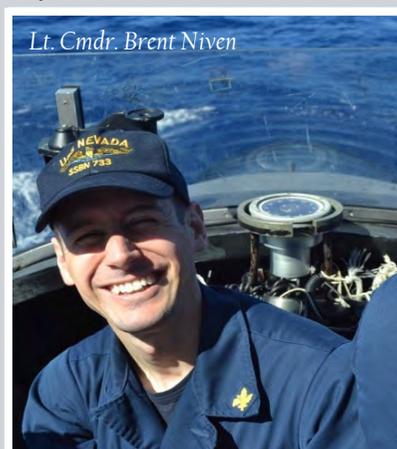
BY LT. CMDR. BRENT NIVEN, SC, USN, STUDENT NAVAL WAR COLLEGE

When I walked across the brow of the USS Nevada (SSBN 733) for the last time and heard, “Lt. Brent Niven, supply officer qualified in submarines, departing,” my heart and mind were filled with mixed emotions. While I already felt like I wanted to go back to the boat, I was also relieved to proudly finish my tour as a department head and to be heading off to my next tour.

I have often reflected on the things that helped me as a young junior officer to maintain an appropriate work-life balance in such a challenging environment. I had weighty responsibilities to the captain and the crew as a supply officer. As submariners, we trust each other with our lives. I had responsibilities as a mentor, as a naval officer, and as a friend and shipmate. In addition I was a husband with a family—my beautiful, strong, and patient wife, along with our three daughters, who were very young at the time and a real handful. In addition to that, I had responsibilities in the community and at church to go along with personal goals outside of work that I set for myself. Finding success despite all these responsibilities was not easy, but for what it’s worth, here are some tips that helped me maintain my priorities in the right place.

Use your limited free time wisely.

If what you are doing isn’t enlightening and inspiring and if it isn’t making you a better person,



Lt. Cmdr. Brent Niven

skip it. Be honest to your captain who trusts you to use your time professionally. Especially useful for me were my months underway. Time away from home wasn’t easy, but my deployments enabled me to spend a massive percentage of my time on qualifications and fulfilling my responsibilities as a “chop.” When you’re underway, no one is going anywhere, so be sure to take full advantage of that time.

Take time to plan and organize.

I still struggle with this one sometimes. When you are so busy, it seems illogical to sit down and use some of that limited time to make a plan, to set goals and prioritize. For instance, when writing a paper, if you take the time to organize your efforts up front with some sort of outline, your paper will be easier for you to write and for others to understand. Instead of surviving crisis after crisis, satisfying success comes when we are able to see ahead and prepare. Try to put out the proverbial fires before they start.

Prioritize.

You have a lot to do every day, and it is more than can be done. You have to figure out what is most important and why. Make sure those things get done first. Ask yourself what is most important for the mission, your people, the captain, your boss, and you. What kind of consequences will come from each decision? What are the advantages?

Gain and maintain strong relationships.

From our first moments at Officer Candidate School, my class realized that we could not survive the Navy alone. Everyone in my class had strengths and talents, and together we made it through the fire. Camaraderie and REAL, sincere relationships forged by serving your shipmates will bring happiness and success. Your friends will help you in your time of weakness and doubt and will be there when you make mistakes. You will make mistakes. Take time to walk down the passageway and talk to the person instead of sending an email. Go help your culinary specialists make pizza, talk to your chief about what you can do better. Make an appointment with your commanding officer and ask for advice. Take the time whenever you can to form lasting relationships with people and receive constructive criticism.

Make time for yourself, but be honest.

By that I mean, don’t destroy or neglect yourself on your path to success, but also be responsible and professional. Do things that build you up and strengthen you—don’t eat junk and drink energy drinks; eat healthy food. Even if you’re tired, make time to go work out for a bit. Stay strong spiritually, physically, and mentally. You aren’t any good to the Navy if you are broken.

As I have focused on these things throughout my tours, I have found that my stress levels are lower, my success is greater, and that my overall satisfaction is higher. Being a naval officer isn’t easy, but the rewards for our sacrifice and hard work are unmatched. ☀



Lt. Cmdr. Michael Valle

My Journey to the Supply Corps and Leadership

BY LT. CMDR. MICHAEL VALLE, SC, USN, INSTRUCTOR
NAVY SUPPLY CORPS SCHOOL

The course of my career can best be described as atypical. I enlisted in the Navy at 31-years old with a wife, two children, and bachelor's degree, and I consciously took a 65 percent pay cut in order to do so. After hearing this, most people look at me dumbfounded or shake their heads and chuckle. There are many reasons my wife and I made this decision, but very few of them are an interesting read. It is, simply put, life.

12 When I originally thought about joining the Navy, I had applied to Officer Candidate School (OCS). In return, the Navy sent me the kindest rejection letter I had ever read. It contained words to the effect of "...consider enlisting. Many of the Navy's top enlisted performers are selected each year for a commission through various sources..." I filed it away. A few months later, as life was continuing to make its impact, a recruiter called me out of the blue. I remembered the words from the rejection letter and seriously began to consider enlisting as an option.

In hindsight, many people can pick out crucial moments from their lives. At the point of enlisting, September 7, 2001, my wife and I both knew this was one of those moments as it was happening. On December 19, 2001, the Navy became our reality. I left for boot camp in Great Lakes, Illinois, and the next couple of years were definitely interesting, to say the least. I enjoyed being an electronics technician (ET), but a third class petty officer paycheck doesn't go too far for a family of four. It was time to execute "The Plan."

After receiving a couple of enlisted evaluations, I began working on another application to OCS. In certain aspects, it was much easier because I had some assistance with the application, but it was also frustrating due to the bureaucracy and administration that goes with an organization as large as the Navy. Between making corrections and routing via the chop chain, which took some significant lengths of time, the application took roughly 14 months to reach OCS in Pensacola, Florida. My OCS package actually reached Pensacola without Supply Corps as one of my selected designators. Supply was accidentally removed from my application as it was thought that I didn't qualify since I was an ET. Though, knowing full well that I was qualified, I hadn't figured out the Navy-way of pushing back and standing my ground. Since it was the third choice on my application, I let it go. A phone call from the accessions department at OCS corrected the omission. The gentleman kindly hand wrote Supply Corps on my application – thank goodness!

At OCS, and even during Basic Qualification Course, I still wasn't sure about being a Supply Corps officer. I became more comfortable as I witnessed so many talented and intelligent men and women excited about being a part of the community. It wasn't until my division officer tour that it "clicked" for me. There was no epiphany or sudden moment of acknowledgment, per say. It was a collection of experiences and interactions that really brought around the revelation that the Supply Corps is my home, my community.

Early on, it was because I could see an end to the repetitive, mundane requirements of my surface warfare brothers and sisters. Once I qualified Surface Warfare Supply Corps Officer, bridge and combat watch was a thing of the past. Those tasks tended to stay with the young SWOs. That being noted, the responsibilities that we hold as SUPPOS are not without repetition as weekly food service spot checks come to mind. But, I suppose this bothered me much less because my civilian work experience entailed much of this so it was familiar, and it wasn't tied to a specific length of time as is a watch.

As I developed as an officer, it became clear to me that what I love about the Supply Corps isn't so much the pubs and instructions, though I do have an affinity for them. It is that we have the opportunity to develop and practice leadership more so than other communities, in my opinion. Much of this comes down to time. We are rarely tied to specific watches that eat up much of our day and keep us tethered to an area that many Sailors may not be familiar with or have easy access to. We, as SUPPOS, have the ability to, more often, manage by walking around. It is something we preach and teach in each curriculum here at Navy Supply Corps School. I believe this bit of extra time

affords us the opportunity to develop into effective leaders if we so choose to take advantage of it.

My biggest opportunity to put this into practice came as a department head on a DDG in Yokosuka, Japan. Compressed certification cycles, being underway frequently, flexing schedules and numerous meetings on top of very short deadlines, test all that enter the fray. What I found, however, is that among all the pressure, stress, and unknowns, was an incredible opportunity to connect with Sailors across the ship.

As the SUPPO, we have the ability to lead across the ship, not just our department. Most junior enlisted are temporarily assigned as food service attendants under our care and supervision. First and second class petty officers are work center supervisors who interact with us through S-1 as customers. In the duty section, they follow our lead as we assume the role of command duty officer. During an operational tour, there is hardly a time when we are not leading personnel. I had as many non-supply personnel to lead as I did in my own department. It is the uniqueness of our designator that affords us this opportunity.

The biggest lesson I have learned so far about leadership is this: one has to give thought to it to be even moderately successful. There are times for motivational speeches, rolling up one's sleeves, pitching, and ordering someone to do an unpleasant task. If no thought has been given to how to approach these instances then flailing or failing is likely to be the outcome. A bit of forethought on how one would proceed given certain situations is the beginning of the long journey that is leadership.

Now 15 and a half years into a military career, four children, and a Master of Business Administration on the horizon, I am more convinced than ever that the Supply Corps is where I was meant to be. Ship driving is cool. Missile shoots are awesome, if they don't get cancelled. But participating in all functions across commands by actively engaging in our support role is exactly where I want to be. There are few with shoulders broad enough to carry billion dollar war vessels. Those few are the Supply Corps men and women with whom I am proud to serve. ✨



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My Decision to Navigate the LDO Off-Ramp Initiative

BY LT. MADELEINE FUENTES, SC, USN, ENS/LDO
 DETAILER, OFFICE OF SUPPLY CORPS PERSONNEL,
 NAVAL SUPPLY SYSTEMS COMMAND

In 2013, the Limited Duty Officer (LDO) Officer Community Manager (OCM), in conjunction with the Supply Corps, began the LDO Off-Ramp Sustainability Initiative. Under this initiative, Supply LDOs (6510 designator billets) had the opportunity to convert to 3100 billets, with a focus on providing continued career progression opportunity for the LDO community. There are two ways for LDOs to convert from 6510 to 3100 depending on an officer's paygrade. LDOs in the paygrade of lieutenant and below have the opportunity to convert through the lateral transfer/re-designation process, while officers in the paygrade of lieutenant commander and above have the opportunity to convert utilizing the without board action process.

In a lot of ways, the LDO program (6510 designator) has become another accession source for the 3100 community. When considering becoming a LDO, applicants must also decide if converting to 3100 is their ultimate goal. If you wait to decide until you have already completed several LDO tours, it could be too late.

The lateral conversion process from 6510 to 3100 is more than a transition; it is a personal decision by officers looking for career enhancing opportunities that will lead to a successful naval career. The three questions I asked myself before submitting my LDO conversion package were:

1. Does my record meet the 3100 career progression requirements?
2. When do I want to retire?
3. At what rank do I want to retire?

After discussing these questions with my family, I was certain the transition to 3100 was the right choice. Instead of viewing the lateral transfer process as a force-shaping tool, I saw my transition as an exciting opportunity to obtain new functional skills and experiences within a much wider range of logistics fields that I will carry with me throughout my career and into the civilian workforce. Indeed, the LDO Off-Ramp Initiative affords access to opportunities to gain experience in primary Supply Corps lines of operation that were not previously available to LDOs.

Typical with most challenges, officers may be apprehensive about making the transition from 6510 to 3100. Taking the first step is always the most difficult due to the uncertainties of making the change and the potential for stepping outside your comfort zone. However, if your record demonstrates sustained superior performance throughout your commissioned service, you have earned a bachelor's degree, and you have consciously pursued a traditional 3100 career path – two operational assignments including a strongly encouraged department head afloat or expeditionary tour, a challenging shore duty – then you have an excellent opportunity to expand your career options as a 3100 Supply Corps officer.

I admit the transition process was intimidating. I had fears that I would face a steep learning curve, but I chose to accept the challenges in pursuit of achieving my personal and professional goals. It was not an easy decision, but with persistence, training, dedication, and the support of my family, I pushed forward with determination, meeting the required milestones while remaining competitive for the next rank.

At the 2017 OP Roadshow, Capt. Marty Fields discusses how "Today's LDO is not the same as yesterday's LDO." Over the past three years, the flexibility and opportunity for 6510 LDOs to serve in 3100 billets has significantly grown. Today's LDO is eligible to apply for many operational and shore duty billets (internships and department head tours) that were previously only available to 3100s. Additionally, once an LDO converts to 3100, he or she has the opportunity to attend postgraduate school or one of the service's war colleges, gain Defense Acquisition Workforce certification, become a member of the Acquisition Professional Community, and become a full Joint Qualified Officer. As a tool for career progression, LDOs interested in conversion should review the Supply Community Brief (available in the eSUPPO app), which provides clear guidance on career progression milestones from O1 through O6. Today's LDOs must meet the critical 3100 milestones to remain competitive for promotion beyond the rank of lieutenant.

Now that I have transitioned to 3100, I will continue to strengthen my professional résumé by utilizing the tools available to our community. My goal is to have a service record and career that tells a story of successful transition and evolution from junior enlisted through chief petty officer, to a commission as an LDO, and finally as a competitive 3100 Supply Corps officer.

The Navy provides Sailors with extensive opportunities to pursue advancement, education, and professional development. The decision to transition from 6510 to 3100 is one such example of how career-minded, driven Sailors and officers can continue to excel. 🌟

MAY/JUNE 2017



Reflecting on Two Years at Harvard Business School

BY LT. CMDR. ADAM GUNTER, SC, USN,
MBA CANDIDATE
HARVARD BUSINESS SCHOOL

I will never forget arriving at Harvard Business School (HBS) for Admitted Students Weekend. While checking in at Spangler Hall Student Center for the day's events, I nervously waited as the admissions representative looked for my information packet. During the wait (which seemed like an eternity), I whispered to my wife, "My admission letter must have been a mistake – let's get out of here." Luckily, the representative eventually found my packet, and my wife and I ended up having a fantastic weekend. After our visit, we discussed and I decided to attend HBS. In retrospect, it was one of the best decisions we have ever made.

Of course, my Master of Business Administration experience began long before that fateful day in Spangler Hall. I first heard about the Navy-sponsored 810 program during my tour as supply officer aboard USS Rhode Island. From that moment, I became determined to make myself competitive for selection by performing well in difficult jobs and excelling on the Graduate Management Admission Test (GMAT). I took the toughest jobs I could find – serving at Defense Logistics Agency as an aide-de-camp, at the Joint Chiefs of Staff as a joint operational logistics intern, and aboard USS Theodore Roosevelt as the aviation support officer (S6). Preparing for the GMAT, I studied for more than four months to earn a competitive score. Throughout the application process, I had terrific mentors who helped with my 810 package and I was fortunate to be selected. Following selection, I read HBS Professor Clay Christensen's book, "How Will You Measure Your Life." The book resonated with me and I knew immediately that I would make every effort to get into HBS. After several months preparing and finally submitting my school application, I was admitted to the school. The next fall, I began an incredible journey.

Lt. Cmdr. Adam Gunter with his family after his promotion ceremony on the HBS Campus.

Without a doubt, the classroom has been integral to my HBS experience. Every day, I am privileged to learn from a world-class faculty, business leaders, and classmates. That last point is central – in a typical HBS case method class, students do 85 percent of the talking. The case method, pioneered by the HBS faculty in 1924, places students in the role of the decision maker: reading through a situation, identifying problems, and performing the necessary analysis to develop recommendations and an action plan. Over the course of two years and 500 cases, students become adept at analyzing issues, exercising judgment, and making difficult decisions. Military officers are particularly suited to this kind of discussion, where our voice and experience are valuable additions to the classroom.

Outside the classroom, I have had numerous opportunities to learn, lead, and grow while in the program. Key highlights so far have been: traveling to Brazil, where I worked with a "global partner" business to increase their appeal to area consumers; developing a micro-business and pitching the product to venture capitalists; taking leadership and negotiation courses at both the Harvard Kennedy School and the Harvard Law School; serving as the chief financial officer for a student club; and mentoring numerous prospective military applicants. Most rewarding was working last summer with the City of Boston's civic innovation team, the New Urban Mechanics, where I worked to end chronic and veteran homelessness in Boston. Ultimately, the team delivered a proposal to increase the stock and flow of permanent supportive housing to address the homeless population. My experience working with and assisting the homeless population – some of the most vulnerable citizens in Boston – was humbling, fulfilling, and a great reminder of the power of government to make a tangible, positive difference.

As I reflect on the last two years, I am incredibly grateful to my wife and son for their support throughout this journey. Likewise, two years as a Harvard MBA candidate carries significant costs, and I am unbelievably grateful to the Navy and Supply Corps for the opportunity. For any prospective MBA candidates (810 or otherwise), I encourage you to be thoughtful about what you want out of your school experience. A universal business school lesson is that life is often about trade-offs. With that in mind, be intentional with how you spend your time and maximize the learning while in school. Additionally, the Supply Corps has given you an amazing chance to build on the leadership skills you have formed in the service. Use your time in school to reflect on and experiment with your leadership style. Personally, I have used the experience inside and outside the classroom to build on the foundations of leadership learned in the Supply Corps, becoming a better communicator and a more empathetic leader with better judgment. Now, with graduation on the horizon, I hope to apply each of these refined skills to my future assignments. ✨



Lt. Calvin White

Competition: The Lifelong Saga

**LT. CALVIN WHITE, SC, USN, OPERATIONAL
SUPPORT OFFICER; NAVSUP FLEET LOGISTICS
CENTER PEARL HARBOR**

Growing up, I did not play basketball. My sport was baseball and I was great at it. To this day, I still miss fielding a grounder to second base or turning a double play. I would soon realize though that life has its way of forcing you to choose your fate. The moment I moved to Hoosier country, my life took a turn toward basketball. It is a glorious sport, where five players on each team meet on the hardwood to see who is better at putting an orange ball into an orange hoop. It is an epic tale of strength, precision, energy, and heart. Other than the military, there is not another team sport that compares in my opinion. I have been drawn
16 into its depths since and I have gladly accepted its addiction.

Through my 18-year basketball career, I have had setbacks and successes, but nothing compares to playing all four years at a National Collegiate Athletic Association Division I School – the United States Naval Academy (USNA). I will always look to find that same feel of the strength of the opponents, the speed of the game, the bleakness of a loss, and the ultimate euphoria of a well-earned win. Nobody, however, can ever prepare you for what happens after graduation. There are no more tournaments or games, coaches or recruits for most athletes out of college. It is a tough pill to swallow, but we make it work with open gyms, local tournaments, and base teams ... but, it

isn't the same. It was not until 2013, when I first played in the Armed Forces Basketball Tournament, that I realized the military can fill that hole that was left after graduating college. The coaches for all the services recruit the best players in their respective service and bring them to one location for a college-level tournament that proves which service is better. This ... this is the competition I have been missing.

The selection process is like most others where you apply and provide specifics on what your basketball career has looked like and what you do in your service. The coaches pick the top 20 applications and fly them out to participate in a 10-day camp to whittle the number down to 12 ballers. The two practices a day, about three to four hours each, are exceptionally hard. Once those 12 players are named, it is a mad dash to get the team to meld before the tournament. The tournament consists of the four Defense Department branches (Navy, U.S. Marine Corps, Air Force, and Army), and is set up where we all play each other twice over the course of seven days. The top two records play for a gold medal!

Fortunately, I was granted permission to play again this past year in 2016 by Capt. Ken Epps of NAVSUP Fleet Logistics Center Pearl Harbor. At the age of 32, basketball becomes more of a mental game than athleticism due to wear and tear from the years before. I showed up ready to go at Joint Base Anacostia-Bolling to battle with 20 other Navy selectees for one of the 12 spots on the team.

We all knew what was at stake as Air Force has won the championship for eight years in a row now, and we looked to unseat them from their throne. In order to do that, we needed to beat Army and USMC in the process. Our first game against Army was a battle from the jump ball, and unfortunately we lost 74-79.

Over the subsequent six days, we played Air Force (lost 72-79), USMC (won 73-58), Army (lost 58-69), Air Force (won 70-64), USMC (won 81-67), and battled it out for the 3rd Place game against USMC (won 71-67). The one game that stood out over all of them was our win against Air Force. We were trailing for nearly 30 minutes before we took the lead with eight minutes to go. We were up nine with 14 seconds left, and Air Force was at the free throw line.

All we had to do was win by eight points to secure our spot in the championship game against Army. This is due to the double round-robin format and tie breakers, that are based on who won by more points. For us, we only needed eight; it could have been seven with some good karma thrown our way. However eight points would make it official! We knew we had it, especially when the Air Force player missed both free throws! However, they tipped the rebound to the corner and their shooter was fouled. He hit all three free throws to put us up by only six points. I do not know if I could ever explain how lost or angry I felt that we missed the championship by a single bucket. It was the worst feeling to have won a game but still lose at the same time.

At the end of it all, Army took the championship and went undefeated while we took third place with our first winning record in nearly 10 years. As much as it hurts to not be the top dog, it was overshadowed by the fact that I can still play basketball and that the Navy has given me the opportunity to fulfill my craving for elite competition while still serving. It is something that I will never forget.

Go Navy! Beat Army! 🌟



Lt. Calvin E. White earned his commission from the USNA, where he earned a Bachelor of Science in Economics. He was redesignated as a Full Time Support Supply Corps officer (3107) in October 2008, and reported to Navy Supply Corps School in Athens, Georgia in December of 2008.



AROUND THE FIELD & FLEET

Below: A cake cutting ceremony to commemorate the 222nd Birthday of the U. S. Navy Supply Corps was held on the USS John C. Stennis (CVN 74) in Bremerton, Washington. Left: Lt. j.g. Michael Price reads the birthday message from Rear Adm. Jonathan Yuen, Chief of Supply Corps. Top Right (left to right): Priority Material Office Commanding Officer Cmdr. Demeyer, CSSN Munoz, CSSN Lieu, Cmdr. Warner. Middle: Supply officers aboard CVN 74. Bottom: Supply chief's mess onboard CVN 74.

Right Page: USS Porter (DDG 78) supply department sets the standard in Forward Deployed Naval Forces Europe by achieving their second consecutive Logistics Management Excellence Award, Blue "E"! Their sustained superior performance greatly contributed to USS Porter's winning the Commander, Destroyer Squadron 60's 2017 Battle "E" Efficiency Award.

(Left to Right): Lt. Anthony Hinds, CSCS Jeremy Colton, Lt. j.g. Justin Woods, LSC John Trumata;

E-Bottom Row (Left to Right): SH3 Tomas Vasquez, CS3 Yohannis Swaby, LS1 Fabian Ramirez, CS1 Ryan Reyes, SH3 Samantha Rivera, SHSN Andrea Roberts;

In-Between-Rows First Line (Front to Back): SH1 Jason Rodriguez, CS2 Norrick Burton, CS2 Shavontae Washington;

E-Mid Row (Left to Right): CSSN Dyllan Beard, CS3 Britney Barner, CS3 Desmond Walker, CS3 Jonathan Zamora, LS2 Eliane Nana;

In-Between-Rows Second Line (Front to Back): SH2 Gregory Conner, CS2 Edward Collins, CS2 Michael Rue

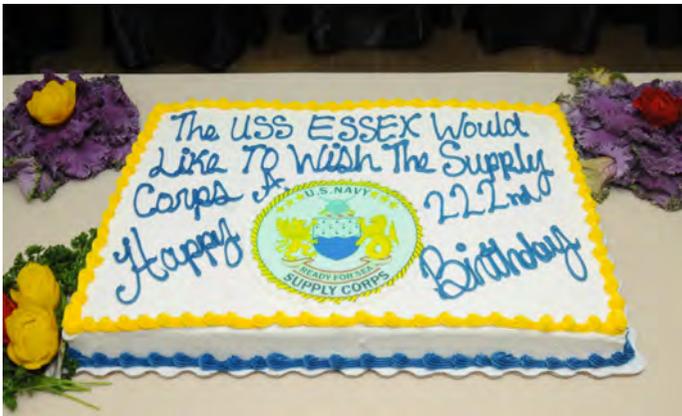
E-Top Row (Left to Right): CS3 Daniel Westmoore, LS3 Dayshawn Davis, LS3 Raru Steadmon, LS3 Elizabeth Rios, LS2 Michael Ryan, SHSN Devonta Allen





Below: Supply Corps officers in the Kingdom of Bahrain gathered to celebrate the 222nd birthday of the U.S. Navy Supply Corps. Deputy Assistant Chief of Staff Logistics and Infrastructure, Commander U.S. Naval Forces Central Command Cmdr. Kurt Williams, the oldest member present and Lt. John Waggener of Commander Task Force 53, the youngest member present, had the honor of cutting the cake. More than 30 Supply Corps officers, past and present, assigned throughout the 5th Fleet gathered at the Naval Support Activity Bahrain wardroom to celebrate.





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...from the
USS Essex (LHD 2)

MAY/JUNE 2017

Logistics Support Team Distance Support and the Evolving Face of Supply

LT DAVID W. OH, SC, USN
NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

In *A Design for Maintaining Maritime Superiority*, the Chief of Naval Operations (CNO) addresses three global forces that “energize the quickly changing environment in which the Navy must operate.” Two of these forces – “the rise of the global information systems” and “technological creation and adoption” – are relatively new factors that have increased exponentially in their influence over the past two decades. Our most undeveloped adversaries now have the means by which to propagate their extremist agendas, as well as unparalleled access to advanced weaponry that was “once the exclusive province of great powers.”

As such, our Navy is now confronted with an ever-evolving threat which only underscores the importance of our ability to “adapt to the emerging security environment.” All this must be done while taking into account what the CNO describes as “the fourth force” of continuing budgetary constraints.

For the Supply Corps, this is no new challenge. As Commander NAVSUP and Chief of Supply Corps Rear Adm. Yuen states in his Strategic Plan, “Naval Supply Systems Command (NAVSUP) has a tradition of meeting the tests of dynamic operating and fiscal environments, and remains dedicated to ensuring the Navy is ready to meet its mission. It is the resiliency and adaptability of our supply community...that allows us to overcome challenges, provide solutions, and deliver to our customer.” It is this spirit of resiliency and adaptability that is vital to the ongoing development of the Logistics Support Team (LST).

The Need for Distance Support

The original concept of the littoral combat ship (LCS) was a sharp departure from traditional Navy vessels. Along with

interchangeable, mission-specific modules that would allow ships to tailor their capabilities, LCSs were staffed with an “optimal manning” concept, which initially entailed a chief logistics specialist as the supply department head and three culinary specialists. Today, there is significant churn within the LCS program concerning organizational structure, both at the crew and squadron levels. A couple of constants, however, remain: 1) there will be no 3100 Supply Corps officer aboard, and 2) supply personnel will still be expected to complete warfare qualifications and stand shipboard watches, taking time away from their departmental responsibilities.

The Growth of LST

In order to support the requirements of these minimally manned ships, a substantial portion of traditionally shipboard supply functions were moved ashore and are now managed by the NAVSUP Fleet Logistics Center (FLC) LST. On the food service side, these functions include placing and scheduling food orders, maintaining all food service records, and overall financial accountability. LST supply management functions include material procurement, financial management, Financial Improvement Audit Readiness compliance, and all R-Supply functionalities. In fact, R-Supply and Food Service Management (FSM) are not even installed on the ships.

With such a drastic shift from conventional supply procedures, LST experienced significant growing pains. Simple processes such as placing a requisition now involved several entities. With distance support, requirements would be communicated from the ship to the Commander, LCS Squadron (COMLCSRON) for approval, reviewed and released by LST, and ultimately received by the crew. Early renditions of this process revealed a number of inefficiencies and communication choke points.

“I remember on my second day trying to ship a high-priority part for USS Independence (LCS 2),” recalled Senior Chief Calvin Hou, who has been with the program since 2014. “Because the unit identification code for LST was different than USS Independence, the customer service representative told me that I did not have the authority to act on behalf of the ship. They didn’t understand that the ship did not have R-Supply aboard and was unable to generate the required documents for transfer, because that was our responsibility.”

Undefined lines of responsibility and accountability were another major concern. For instance, food stores are maintained onboard but without FSM, the LCS is unable to appoint a records keeper. All food service records are completed ashore by LST, which raises issues over shared accountability.

LST Today

With great effort and patience, progress has been made. Increased communications between LCSRON and LST have resulted in clearer lines of ownership, and external supply entities are growing more familiar with the responsibilities of LST. NAVSUP-GLSINST 4420.1 established the roles and responsibilities of NAVSUP FLCs in support of LCSs, and the latest edition of the COMNAVSURFORINST 4400.1A included Chapter 18, which further delineates policy and procedures with respect to LCS-specific requirements.

These, in conjunction with continued operations, have led to more clear cut expectations between COMLCSRON, LST, and the ships. LST warehouse teams have increased their presence onboard, and on-hull supply departments are more familiar with the ways in which LST can assist. Consistent ship visits to conduct spot inventories and assist with processing receipts have increased the validity of outstanding material requirements and contributed to a 26 percent increase in supply net effectiveness over the past three months. LST has provided support through many program milestones including sail-aways, commissionings, homeport transits, multiple Western Pacific deployments, and several port visits throughout U.S. 3rd, 4th and 7th Fleets.

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LST Readiness Officer Lt. Callan Walsh, who spearheaded efforts to increase LST involvement, had this to say: “Distance support is challenging, but extremely rewarding. It requires shared responsibilities across all stakeholders to make the program successful. Over time, we’ve started to see the dividends from using similar processes across multiple hulls. I can only see a greater need and more opportunities to apply LST distance support concepts and best practices throughout the fleet.”

The Future of Distance Support and the Logistics Support Team

For LST Director Lt. Cmdr. Brendan Hogan, the future of distance support is an exciting concept. “Over the years, we have grown in size, complexity, and scope. Our 53-person staff at NAVSUP FLC San Diego consists of civilian, military and contractor personnel, and is a well-honed group of highly trained subject matter experts that provide 24-hour support to multiple minimally manned platforms throughout the world. USS Coronado (LCS 4) is currently on deployment in 7th Fleet, yet all stock control functions are performed by the LST in San Diego. As the organization grows, we are finding better and more efficient ways to operate.”

Supporting minimally-manned ships through effective distance support is an enduring priority for the Supply Corps. Rear Adm. Yuen’s Commander’s Guidance, Key Focus Area 1.3 states, “Refine our supply strategies and metrics to better support minimally-manned ships.”

The requirements for supporting minimally-manned vessels will continue to develop as more LCSs and Zumwalt-class destroyers are delivered to the fleet. Already, the LCS program has experienced major modifications in terms of manning, organization, and purpose. While LST has made great strides in refining the distance support model to meet evolving requirements, new challenges will arise that need to be mitigated and resolved. But as the Chief of Supply Corps states in his Guiding Principles, “We are tenacious, agile, flexible, and responsive in supporting the warfighter.” What is true for the Supply Corps as a whole will be especially pertinent for LST. ☀



USS IWO JIMA (LHD 7)

USS Iwo Jima: Ship's Store Branding Ribbon Cutting

BY LT. J.G. DOUG C. CHICO, SC, USN, SALES AND SERVICES OFFICER AND MC3 EVAN DENNY, USN PUBLIC AFFAIRS OFFICE, USS IWO JIMA (LHD 7)

The amphibious assault ship USS Iwo Jima (LHD 7) celebrated the recent reopening of its newly renovated ship's store during a ribbon-cutting ceremony on March 20. The remodeling, which began in late December, and was completed in February, was a huge success. The sales and services division and Navy Exchange Service Command (NEXCOM) coordinated to make this endeavor possible, as the process included various authorizations, funding documents, and detailed planning. As NEXCOM covered the cost of the renovation, the ship's store will repay the Navy Exchange for the cost of construction over the next three years.

"You always want to make a ship look better," said Capt. James Midkiff, commanding officer of Iwo Jima. "It looks like a 7-Eleven® in here now; it looks so much better. This is one of the best ship's stores I've ever seen."

The ship's store is a centerpiece of Iwo Jima's culture as it is not only a store, but a beacon of pride for the ship. One-hundred percent of the store's profits go toward funding the ship's quality-of-life programs, and the store's prices are often lower than

civilian competitors. The new signs displaying, "Your Ship, Your Store," accurately capture the crew's pride about their newly-branded store.

As part of the renovation, the number of shelves in the store was increased by 25 percent and the refrigerators for the cold drinks were moved to the back of the store to improve efficiency. "We love the store's new look," said Ship's Serviceman Seaman Junince Sistrunik. "The new layout allows us to have a greater variety of items in the store at one time."

After the renovation process is complete, the typical store realizes an increase in sales, which, in turn, boosts morale as additional funds are available for various events like discounted tours while on deployment and other programs.

"I've noticed that the crew is happier," said Ship's Serviceman Seaman India Smith. "They don't mind making the trip down here from their spaces. They want to come down to the store themselves and see it. The store before was boring, and now that we've updated it people say, 'Wow!'"

One of the most impressive features of the store is the heritage wall, which depicts the

iconic flag raising on the island of Iwo Jima and the warship named for the famous battle. This heritage wall is a reminder that during the battle of Iwo Jima "uncommon valor was a common virtue." Last month, one of the survivors of the battle of Iwo Jima, former Marine Cpl. Bob Gasche, took the time to address the crew to commemorate the 72nd anniversary of the flag raising atop Mount Suribachi. In fitting fashion, the heritage wall is a daily reminder of the sacrifices of the Sailors and Marines who fought on the island.

With the newly renovated store, Sailors aboard Iwo Jima are all smiles. The entire crew can be truly proud of the store. ✨

Below: Sailors pose for a photo with Capt. James Midkiff, commanding officer of the amphibious assault ship USS Iwo Jima (LHD 7), during a ribbon cutting ceremony for the newly-renovated ship's store. Iwo Jima is underway conducting a series of qualifications and certifications as part of the basic phase of training in preparation for future operations and deployments. -U.S. Navy photo by MC2 Hunter S. Harwell





Stennis Sailors Crush Culinary Competition

BY MASS COMMUNICATION SPECIALIST 3RD CLASS MIKE PERNICK

Sailors from USS John C. Stennis (CVN 74) took part in a culinary training school and competition over seven weeks from January 17 to March 11. The 42nd Annual Military Culinary Arts Competitive Training event, held at Fort Pickett and Fort Lee, Virginia, included all branches of the military. This event consisted of six weeks of hands-on training at Fort Pickett, concluding with a week-long competition at Fort Lee.

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Representing USS John C. Stennis were Culinary Specialist 2nd Class Selima Rougier, Culinary Specialist Seaman Amanda Allen, and Culinary Specialist Seaman Joseph Lucas.

Seaman Lucas was awarded the 2017 Best in Class award for the training program.

“For my competition meal, I cooked a trout with white wine beurre blanc, asparagus, tomato concasse, potato tourne and a carrot puree,” said Lucas. “Overall, I’d say it was really fun. I learned a lot and, together, we put a lot of time into training, and I’m grateful for the opportunity.”

For the competition, each contestant was allotted 50 minutes to prepare his or her meal and 60 minutes of time to cook it.

“This was the first time I’ve been in a culinary competition,” said Rougier. “It was new to me, but we had a lot of support and great instructors during training.”

To be considered for the training course, each contestant had to fill out an application to be selected.

“It was really competitive,” said Allen. “I also learned a lot, and it was really good for me to be able to participate in this competition so early in my Navy career. I’ll definitely be taking away a few lessons and experience from this.”

For more news on the Stennis, visit www.stennis.navy.mil or follow along on Facebook at www.facebook.com/stennis74. 🌟

AROUND THE SCHOOL -HOUSE-

Navy Supply Corps School Newport certifies 45 students 'Ready for Sea'

BY LT. RYAN MATLOCK, SC, USN
NAVY SUPPLY CORPS SCHOOL

On March 31st, Navy Supply Corps School (NSCS) Commanding Officer Capt. Doug Noble certified 45 students of the Basic Qualification Course (BQC) 1st Battalion Alpha Company and Basic Qualification Course – Naval Reserves (BQC-NR) 90th Company, "Ready for Sea" at a graduation ceremony held at the NSCS Wheeler Center.

Rear Adm. Valerie K. Huegel was the guest speaker at the graduation. She encouraged the graduates to take advantage of the Navy adventure, always be flexible, build their Supply Corps reputation, and take care of their people.

As she reinforced that they need to fight as a team side-by-side, she reminded them that "character, competence, and conduct are equally as valuable to the fight."

Huegel concluded with the sound advice, "...make the most out of your careers, by serving others, treating others with respect, and thinking big."

The BQC is an in-depth 22-week curriculum encompassing the major areas of an afloat supply department to include food service, supply management, retail operations, disbursing management, Navy Cash®, personnel administration, and leadership. The BQC prepares supply officers for their first operational tour by providing students with the personal and professional foundations for success. BQC-NR is a 15-month, comprehensive course of instruction, providing Reserve direct commissioning program officers and Supply Corps limited duty and chief warrant officers with the fundamental, technical and managerial knowledge necessary to function effectively as Supply Corps officers within the Navy Reserve.

This diverse group of students included six prior-enlisted Sailors with backgrounds in surface and aviation communities and one Marine. Collectively, they bring over 45 years of experience back to the fleet. As a result of the training received through the BQC and BQC-NR, 1st Battalion and 90th company graduates will bring their future commanding officers increased flexibility; continuing the Supply Corps officer legacy of being naval officers first, and accountable officers always.

The students successfully balanced academic performance with community service in and around Newport during their time at NSCS. Academically, 1st Battalion finished with a class grade point average (GPA) of 95.6 and 90th Company finished with a GPA of 92.5. Offsite, the students logged 345 volunteer hours supporting many local organizations.

The top graduates in each curriculum were recognized with leadership with professionalism awards. Ensign Philip Reilly was the BQC 1st Battalion Honor Graduate with an overall GPA of 99.1. Reilly was also awarded an Officer's Sword by National Industries for the Blind. ✨



Rear Adm. Valerie K. Huegel (seated on left) was the guest speaker at the Navy Supply Corps School graduation.



Right page, top photo:

ALPHA COMPANY:

- ENS ALMAZAN, ANTONIO
- ENS BUTLER, NICHOLAS
- ENS COCHRANE, CORALICE
- ENS DRUMMEY, MAEVE
- ENS EATON, JOHN
- ENS ERNSTEN, MITCHELL
- ENS GUERRERO, CARLOS
- ENS HAMILTON, JORDAN
- ENS HANZSCHE, THOMAS
- ENS HERRADURA, SHEENA
- ENS HUGHES, EVAN
- ENS KENDALL, TRAVIS
- ENS LEWIS, MARCUS
- ENS MARVEL, KEVIN
- ENS MAUPIN, JASMINE
- ENS MILLER, MATTHEW
- ENS MORGAN, EUGENE
- LTJG NEIHEISEL, SARAH
- ENS PIERCE, JASMINE
- ENS REILLY, PHILIP
- ENS SARTOR-FRANCIS, JORDAN
- ENS SHEPARD-LEWIS, TYRISE
- ENS SHIVER, STEVEN
- ENS SMITH, CONNER
- ENS THOELE, ALEXANDER
- LTJG TUNGJUNYATHAM, MARISSA
- ENS WILLIAMS, SHANITA

Right page, bottom photo:

90th COMPANY:

- ENS AL-IGOE, JUSTIN
- ENS ANDERSON, JAMELIA
- ENS BARNEY, LAURA
- ENS CASEY, MELISSA
- ENS FARR, RUSSELL
- ENS GALLO, JUSTIN
- ENS GARDNER, GAVIN
- ENS GREENE, MARC
- ENS HILERIO, ERIC
- ENS KIGHT, MATTHEW
- ENS MYERS, BENJAMIN
- ENS ROBINSON, CHARLIER
- ENS SALEHOGLU, HAYDER
- ENS SCHEWE, RYAN
- ENS SNODGRASS, RONALD
- LTJG STORAKER, KATHY
- ENS TUCKER, JAMES

AWARDS

Ens. Philip Reilly

Honor Graduate

Food Service Excellence Award

Defense Finance and Accounting Service Excellence Award

Lt.j.g. Marc Greene

BQC-NR Honor Graduate

Ens. Nicholas Butler

Supply Management Excellence Award

Navy Exchange Service Command Ship's Store Award

Ens. Matthew Miller

Newport County Council of the Navy League Volunteerism Award

Ens. Thomas Hanzsche

BQC Leadership and Management Excellence Award

Lt.j.g. Matthew Kight

BQC-NR Leadership Award

Ens. Hector Camacho-Alvarez

Military Officers of America Association Professionalism Award

Mr. Lester Griffith

Instructor of the Battalion





An Exceptional TWI Experience with a Global Company

BY KARLA GABEL, OFFICE OF SUPPLY CORPS PERSONNEL, NAVAL SUPPLY SYSTEMS COMMAND

The Naval Supply Systems Command (NAVSUP) Training With Industry (TWI) program provides junior officers with a great opportunity to spend one year of service with a Fortune 100 corporation. Each year, there are four TWI opportunities available to lieutenants and lieutenant commanders at ExxonMobil, FedEx Express, Starbucks, and The Home Depot.

2016-2017 TWI Fellow

Lt. Cmdr. Curtis Ceaser is the Navy Supply Corps 2016-2017 TWI participant at FedEx Express worldwide headquarters in Memphis, Tennessee. Before coming to FedEx Express, he graduated with a Master of Business Administration in Supply Chain Management from Texas A&M University, Mays Business School.

According to their website, FedEx Corporation “provides customers and businesses worldwide with a broad portfolio of transportation, e-commerce and business services. With annual revenues of \$58 billion, the company offers integrated business applications through operating companies competing collectively and managed collaboratively, under the respected FedEx brand.”

FedEx Express provides an opportunity for junior officers interested in developing leadership skills and learning about all facets of global supply chain management.

TWI Program Cohort

Since the early 1980s, FedEx has participated in the TWI program with four branches of the military. This experience brings together a cohort of service members from the Navy, Marines, Air Force, and Army. Ceaser is one of 11 TWI Fellows currently at FedEx Express.

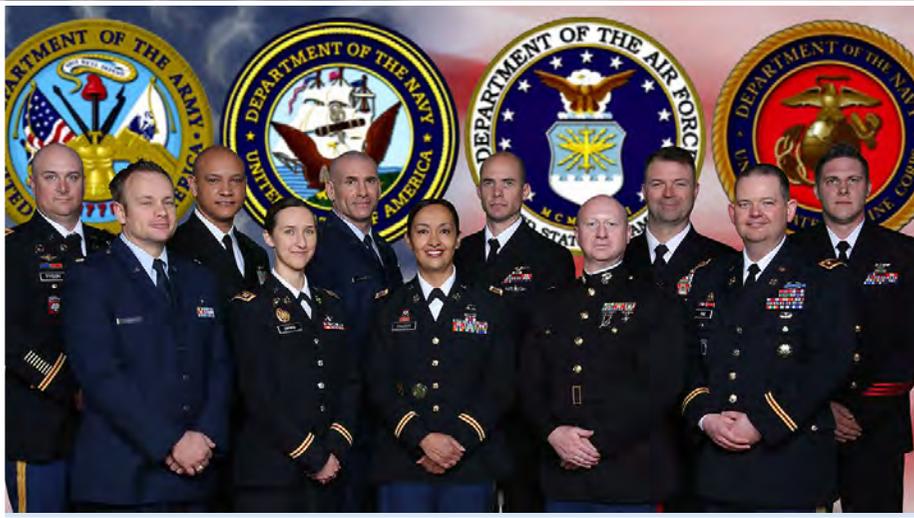
All TWI fellows are located in the same area of the workplace while at FedEx Express, where they literally sit next to one another. In the past, the fellows were spread across the organization in different divisions and rarely interacted. This new approach allows them to work together and share experiences related to operations and logistics.

The cohort model also allows the TWI fellows to gain an even greater experience while at FedEx. In the past, a fellow may have been

Lt. Cmdr. Curtis Ceaser standing next to the original FedEx van.



MAY/JUNE 2017



FedEx Military Fellows program participants 2016-2017.

Front row left to right: Major Michael Johnson (USAF), Capt. Jill Owings (USA), Capt. Blanca Frazier (USA), Major Benjamin Lawless (USMC), Major Michael Rowe (USA)

Back row left to right: Chief Warrant Officer 3 William "Billy" Tyson (USA), Lt. Cmdr. Curtis Ceaser (USN), Major Anthony "Tony" LaMagna (USAF), Lt. Cmdr. Josh Bacca (USN), Cmdr. Robert "Butch" Smith (USN), Chief Petty Officer David Gearhart (USN)

part of only one division and one project for the entire year. With the cohort model, they are now exposed to many different opportunities throughout the entire FedEx Express organization.

Prior to the cohort sitting in a central location, few of their civilian counterparts knew about the TWI fellows in their midst. The cohort has developed an intranet page, where other FedEx Express employees can read about the projects with which the cohort is involved, and can even request to have fellows work on projects with their team.

According to Ceaser, "There is power in numbers," and "we're able to use the teaming concept to maximize our time with industry leaders. This allows us to get a better understanding of each division's contributions to the grander scale of FedEx operations."

Uniform Recycling

Ceaser led a uniform recycling market analysis and implementation project during his time at FedEx Express. He worked closely with the director of sourcing and the

sourcing specialist from the sourcing and procurement division at FedEx Services. Without a recycling program, uniforms are tucked away in closets or even donated to thrift shops. This increases the likelihood of a uniform being reused inappropriately, such as by someone impersonating a member of the military or a FedEx delivery person. Recycling uniforms also keeps them from landfills or being incinerated.

Currently, the Navy has no plan to implement a uniform recycling program. Ceaser explained that there is a real opportunity for the Department of Defense to take lessons learned from the corporate world about managing the recycling of branded uniforms. "We must think past acquisition, and consider what happens after a uniform is no longer serviceable," he stated. "Closing the supply chain loop is not only environmentally responsible, but also a safety and security consideration given the threats to national security."

Ceaser has been researching the uniform recycling industry throughout the United States and the rest of the world to discover

who does recycling and what types of products can be made from the recycled materials, all while protecting the FedEx brand.

Because of Ceaser's efforts in this endeavor, FedEx Express is now in the contract evaluation stage of the uniform recycling initiative. Perhaps the next Navy Supply Corps TWI participant at FedEx Express will have the opportunity to continue this important work.

Ceaser will carry the strategies used by FedEx Express in their sourcing and procurement efforts to his next assignment as a contracting officer at NAVSUP Weapon Systems Support Philadelphia.

Training and Leadership Development

At FedEx Express, the training emphasis is on leadership, where employees learn about leadership traits and styles, how to be an effective leader, and how to overcome conflict. There are numerous leadership conferences and courses available to military fellows through the Global Leadership Institute at FedEx Express, both on and off campus.

"One of the things I find interesting about FedEx Express is the level of detail given to leadership development," said Lt. Cmdr. Ceaser. "There's a lot of study within the FedEx Fellow cohort of how FedEx Express develops its leaders and comparing that to the similarities and differences in approach of each of the branches of the military. I believe people assume members of the military are natural leaders, of course some are. However the vast majority of them develop their leadership skills over time by virtue of the positions they serve in, the situations they encounter, the training they receive, and the leadership observed of others."

During a course on emotional intelligence and leadership styles, Ceaser was awarded the Class Most Valuable Player award – a rugby ball – signed by his classmates. The class is based on the movie "Invictus," about Nelson Mandela's leadership style in uniting his divided government and country, during the events that took place before and during the 1995 Rugby World Cup.

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Advice for JOs

Show your interest in the TWI program early on, in your fitness reports, and have your reporting senior officer endorse you for the program. Be willing to accept challenging assignments and sustain superior performance to make yourself competitive, not only to the TWI Board, but to any selection board where your record is competitively screened.

To be successful in TWI, you must be able to shift from a government approach toward business to a for-profit focus. The primary drivers in a for-profit market are speed, cost, and return on investment. Understanding how these three drivers correlate is useful in developing and evaluating approaches to Navy contract and fiscal strategies.

The exposure to business you gain in the TWI program increases your decision making ability and helps you to think differently about how you approach projects and strategies within the Supply Corps.

As a junior officer (JO) considering the TWI program, ask yourself these questions:

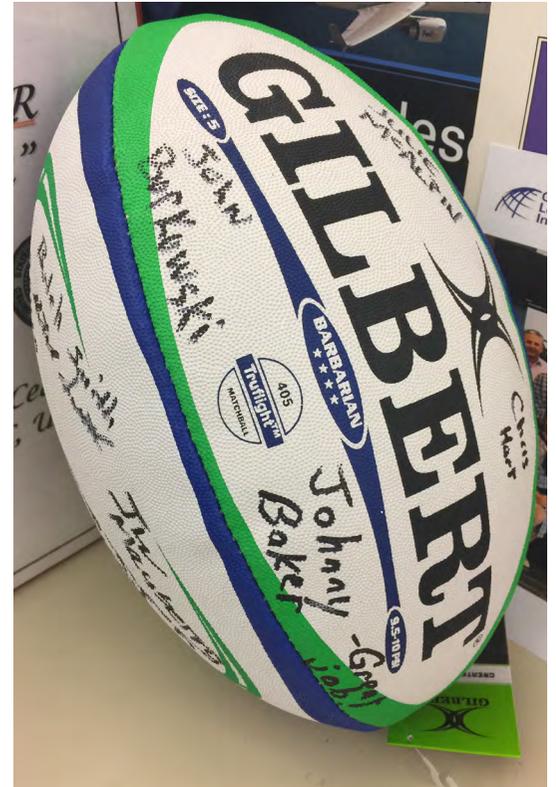
How can I help the Navy, specifically the Supply Corps?

How can I help FedEx Express (or other TWI partner company)?

How can I help myself?

“If I were counseling a JO, I would tell them the TWI program is a unique opportunity to work with a Fortune 100 company to see how they operate,” stated Ceaser. He added, “It gives you a real opportunity to put into practice the skills developed and the education gained to this point in your career toward non-DoD challenges. You will realize the challenges faced by the DoD and our civilian counterparts are nearly the same and the paths toward resolution require the exposure and understanding that such a tour can provide.”

Right: Rugby ball presented to Lt. Cmdr. Ceaser as an “MVP award” for his contributions to a class at the FedEx Global Leadership Institute.



Although you no longer need to apply for TWI positions, you can show your interest by sending letters of endorsement from senior Supply Corps Officers to the Supply Corps Career Counselor at supplycorpscarrer counselor@navy.mil.

Additional information can be found on the Career Counselor page on the Navy Personnel Command website at: www.public.navy.mil/bupers-npc/career/careercounseling/.



PROFILES FROM THE FLEET: ENSIGN COLIN AMERAU

LT. JORDAN STEPHENS, SC, USN,
ACCESSIONS OFFICER
OFFICE OF SUPPLY CORPS PERSONNEL
NAVAL SUPPLY SYSTEMS COMMAND

Lt. Stephens: Tell me a little about yourself.

Ensign Amerau: I'm originally from Alexandria, Virginia. In 2010, I received an appointment to the Naval Academy by way of the Naval Academy Preparatory School in Newport, Rhode Island. While at the academy, I was a member of the varsity football team and studied economics. Upon graduation from the Naval Academy in May, 2015, I went to the Basic Qualification Course (BQC) in June and graduated in November.

Stephens: Describe where you are now, what is your current job?

Amerau: I am currently stationed on the USS Abraham Lincoln (CVN 72). Upon my arrival in November, 2015, I took over as disbursing officer. I'm now dual-hatted as the disbursing officer (S4) and hazardous materials officer (S9).

Stephens: How do you think you have changed since Supply Corps School? What have you learned and what do you wish you knew back then?

Amerau: I definitely have a much broader view of the role the Supply Corps plays in our Navy. I didn't really appreciate all the moving parts of a fully operational supply department until I arrived aboard my first ship. There is so much that happens day-to-day that I wasn't aware of coming out of BQC. Seeing how a supply department is



Above: Ensign Amerau, leader of the Navy kickoff team, at home in Navy Marine Corps Stadium.

the backbone of an operational warship through the services and support we provide the crew has been a very eye-opening and educational experience.

Overall, I think the schoolhouse does a very good job of preparing new Supply Corps officers for the fleet. What I would tell new graduates is to soak up every bit of knowledge they can at their first command. Spend time observing and asking questions about other divisions and how they function and what their role is. Odds are you could be in that job in some capacity eventually.

Stephens: How do you think playing Division I football prepared you for life in the Supply Corps?

Amerau: Playing at Navy taught me a multitude of important lessons that I carry with me to work every day. I think most importantly, I learned about the value of humility and selflessness. I was a small part of a team and an organization with a strong commitment to success. Not unlike being on

a ship, you are expected to work hard and earn the respect of your peers and teammates or you will struggle to keep up and you find yourself fighting an uphill battle. Navy football is a disciplined, well-oiled machine; full of committed and hardworking people. I was proud to be a part of the team, just as I am here on Lincoln.

Stephens: What advice would you give to students in the BQC currently?

Amerau: Take advantage of the wealth of experience you have at your fingertips at the schoolhouse. Find an instructor who has done a tour on the same platform that you have either been selected for or are interested in and talk to them about their lessons learned. You will find that many of those lessons will help you be better at your job upon your arrival.

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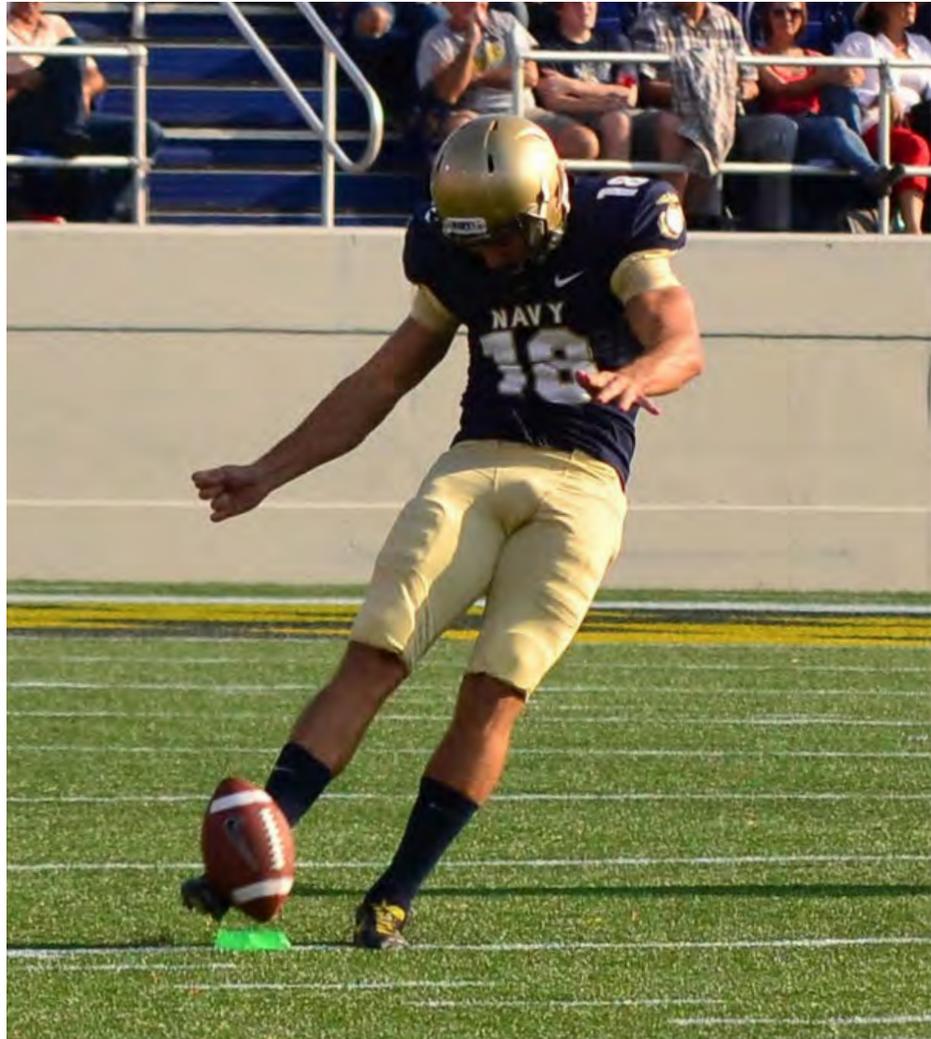
Stephens: What do you hope to accomplish by the end of your tour?

Amerau: I hope to obtain my Naval Aviation Supply Officer qualification and get selected for an internship.

Stephens: What do you hope to do for your follow-on tours? Where do you see yourself as a lieutenant?

Amerau: I'd like to eventually make my way back to sea as a department head on a cruiser or destroyer as a lieutenant. Life on a carrier has been great, and I have learned a ton. I like the idea of applying what I have learned here on a smaller ship. I think that's probably an opportunity for immediate leadership, and I look forward to the challenge. 🌟

Left: Ensign Amerau kicking off to start the annual Army vs. Navy game in Philadelphia, Pennsylvania.



FY18 Command Master Chief and Command Senior Chief Board Results

Congratulations to the following Supply senior enlisted personnel who have been selected for Command Master Chief and Command Senior Chief by the FY18 Command Master Chief and Command Senior Chief Selection Boards.

Command Master Chief - Active

LSCM(SW/AW) Francisco J. Diego
 LSCM(SW/AW) Carlos R. Gutierrez
 LSCM(SW) Kevin W. Perryman

NAVSUP FLC SAN DIEGO
 USS MOBILE BAY CG 53
 COMNAVAIRPAC SEA COMP

Command Senior Chief - Active

LSCS(AW/SW) Chadrake N. Lavallais
 LSCS(AW/SW) Raymond Muro, Jr.

COMNAVAIRLANT TRNG TEAM
 NRD SAN DIEGO

Full Time Support

LSCS(EXW/SW) Jeffery McNair
 LSCS(EXW/SW) Serrita Nicholson
 LSCS(SW) Gary M. Rosenberg, Jr.

CORIVGRU 1
 USS NEW ORLEANS LPD-18
 NOSC SIOUX FALLS

FY18 Navy Reserve Master Chief and Senior Chief Board Results

Congratulations to the following Supply senior enlisted personnel who have been selected for promotion to Master Chief Petty Officer and Senior Chief Petty Officer by the FY18 Reserve E8 and E9 Advancement Selection Boards.

Senior Chief Culinary Specialist – Selected Reservist

Heather Cajigas
Donald Walton

Senior Chief Logistics Specialist – Selected Reservist

Kristin Deffler
Lionel Gendron
Titus Gibson
Kevin Hogan
Crystal Holbrook
Brett Landau
Denise McWright
Fides Taylor
Eric Weaver

Master Chief Logistics Specialist – Full Time Support

Jeffery McNair
Judith Nelson-Williams

Senior Chief Logistics Specialist – Full Time Support

Yuvetta Abiera
Tiffany Archer
Galvester Brantley
Juvon Campbell
Alonzo Key

Qualifications

Navy Expeditionary Supply Corps Officer

Lt. Tyler S. Ordway, SC, USN
Lt.j.g Gregory T. Cummins, SC, USN
Lt.j.g Bethany C. May, SC, USN
Lt.j.g Daniel S. Saulsberry, SC, USN
Explosive Ordnance Disposal
Expeditionary Support Unit TWO

Surface Warfare Supply Corps Officer

Lt.j.g. Oscar A. Aritagonzales, SC, USN
Lt.j.g. Devon M. Graham, SC, USN
Lt.j.g. Michael P. Price, SC, USN
USS John C. Stennis (CVN 74)

Seabee Combat Warfare Specialist Officer

Lt. Michael F. Brown, SC, USN
Amphibious Construction Battalion One

Enlisted Expeditionary Warfare Specialist

LS1 (AW/SW/EXW) MCGovern F. Florent, USN
Special Boat Team 20

Enlisted Seabee Combat Warfare Specialist

CS1 James Wear, USN
LS1 Barry Bland, USN
SH2 Joanna Loftus, USN
LSSN Hazel Davila, USN

Amphibious Construction Battalion One

Enlisted Surface Warfare Specialist

LS3 Corderyl Jemison, USN
LS3 Cory Kohl, USN
LS3 Thomas Owen, USN
CS3 James Fleming, USN
CS3 Christina Gordon, USN
LSSN Vanessa Abney, USN
LSSN Uriel Flores, USN
LSSN Joshua Green, USN
LSSN Joshua Williams, USN
CSSN Midas Dawson, USN
CSSN Kelvin Edwards, USN
SHSN Ayanna Baker, USN
SHSN Joseph Bamiduro, USN
SHSN Daryon Harris, USN
SHSN James Morra, USN
SHSN Paul Pringle, USN
SHSA Joshua Smith, USN

USS John C. Stennis (CVN 74)

FY18 Active Duty LDO/CWO Selection Board Results

Congratulations to the following Supply senior enlisted personnel who have been selected for Limited Duty Officer and Chief Warrant Officer via the In-service Procurement Board.

Supply Corps LDO - 651X

LSI(SW/IW) Godwin Apostol
LSCS(SS/AW) Brian Boyd
LSC(SW/AW) Richard Brown
LSI(AW/SW) Paul Grissom
LSI(SW/AW) Brandon Healy
LSC(SW/AW) Melissa Howard
CSC(SW/AW) Bernardo Tinoco
SHI(SW) Maria Torresguevara

Food Service Warrant - 7521

CSC(SW/AW) Byrone Alvesbautista
CSC(SW/AW) Ronny Barrio
CSCS(SW/AW) Wayne Browne
CSC(SW/AW) Nicole Campbell
CSCS(SW/AW) Blake Franklin
CSC(SS) Arthur J. Johnson Jr.
CSC(SW/AW) William Kanack



Legion of Merit

Capt. Douglas M. Bridges, SC, USN, Assistant Commander for Enterprise Logistics Engineering, Naval Supply Systems Command, Mechanicsburg, Pennsylvania, Nov. 2013 to Dec. 2016.

Meritorious Service Medal

Capt. Raymond W. Bichard, SC, USN, (Gold Star in lieu of Fourth Award), Chief of Staff, NAVSUP Global Logistics Support, San Diego, California, Aug. 2016 to Feb. 2017.

Cmdr. Thomas R. Jenkins, SC, USN, Director, Cruiser and Destroyer Integrated Weapon Systems Team, NAVSUP Weapon Systems Support, Mechanicsburg, Pennsylvania, April 2014 to April 2017.

Navy and Marine Corps Commendation Medal

LSC (SW/AW) Duntrael Y. Moss, USN, (Gold Star in lieu of Fourth Award), Command Managed Equal Opportunity Manager and Logistics Leading Chief Petty Officer, USS Enterprise (CVN 65), Nov. 2015 to Feb. 2017.

Navy and Marine Corps Achievement Medal

LSI (SW/AW) Todd E. Lenoble, USN, (Gold Star in lieu of Second Award), West Coast Liaison, NAVSUP Weapon Systems Support, Transportation and Distribution, Travis Air Force Base, California, March 2014 to April 2017.

PO2 Carlos G. Sanchez-Perales, USN, (Gold Star in lieu of Second Award), Materiel Division's Integrated Barcode System Coordinator and Workcenter Supervisor, USS George H. W. Bush (CVN 77), Oct. 2016 to Dec. 2016.

PO2 Kyle P. Evans, USN, (Gold Star in lieu of Third Award), Hazardous Material Night Check Supervisor, USS George H. W. Bush (CVN 77), Oct. 2016 to Dec. 2016.

SN Stoa J. Jouett, USN, Main Three Hazardous Material Storeroom Custodian, USS George H. W. Bush (CVN 77), Oct. 2016 to Dec. 2016.

SN Matthew P. Beierholm, USN, Main Two and Aviation Maintenance Support Package Storeroom Custodian, USS George H. W. Bush (CVN 77), Oct. 2016 to Dec. 2016.



CAPT. ANTHONY PAUL BRAZAS

Capt. Anthony Paul Brazas, SC, USN, completed 30 years of active service and retired on June 1, 2016 after serving at Chief of Naval Operations Staff, Washington, District of Columbia. He received his bachelor's degree at Bob Jones University, Greenville, South Carolina, and his master's degree at Naval War College, Newport, Rhode Island. His previous duty stations include Commander, U.S. Naval Forces Central Command, Norfolk, Virginia; Navy Warfare Development Command, Norfolk, Virginia; Fleet and Industrial Supply Center, Norfolk, Virginia; USNS Rainier (T-AOE 7); Military Sealift Command, Norfolk, Virginia; Fleet and Industrial Supply Center, Pearl Harbor, Hawaii; Commander, U.S. Pacific Fleet, Pearl Harbor, Hawaii; Commander, Naval Air Force, U.S. Atlantic Fleet, Norfolk, Virginia; Naval Inventory Control Point, Philadelphia, Pennsylvania; USS Comte De Grasse (DD 974); Naval Air Station, Brunswick, Maine; and USS John F. Kennedy (CV 67).

CAPT. JAMES KIRK PATTON

Capt. James Kirk Patton, SC, USN, completed 32 years of active service and retired on June 1, 2016 after serving at Assistant Secretary of the Navy Staff, Washington, District of Columbia. He received his bachelor's degree at the University of Rhode Island, Kingston, Rhode Island, and his master's degree at Naval Postgraduate School, Monterey, California. His previous duty stations include

Commander, Naval Air Systems Command, Patuxent River, Maryland; Defense Supply Center Columbus, Columbus, Ohio; USS Boxer (LHD 4); Commander, Naval Surface Force, U.S. Pacific Fleet, San Diego, California; Tactical Aircraft Programs, Patuxent River, Maryland; USS Iwo Jima (LPH 2); USNS Concord (T-AFS 5); Fleet and Material Support Office, Dahlgren, Virginia; and USS Billfish (SSN 676).

CAPT. JAMES ROLAND PELTIER

Capt. James Roland Peltier, SC, USN, completed 37 years of active service and retired on July 1, 2016 after serving at Commander, U.S. Pacific Fleet, Pearl Harbor, Hawaii. He received his bachelor's degree at the University of Kentucky, Lexington, Kentucky, and his master's degree at Southern Illinois University at Carbondale, Carbondale, Illinois. His previous duty stations include Fleet and Industrial Supply Center, Jacksonville, Florida; 22nd Naval Construction Regiment, Gulfport, Mississippi; USS Vella Gulf (CG 72); Navy Region Southeast, Jacksonville, Florida; USNS Spica (T-AFS 9); Defense Distribution Depot Jacksonville, Jacksonville, Florida; USS Seattle (AOE 3); Strike Fighter Squadron 10, Naval Air Station Cecil Field, Jacksonville, Florida; and USS Blue Ridge (LCC 19).

CAPT. JOYCELIN R. SAUNDERS

Capt. Joycelin R. Saunders, SC, USN, completed 30 years of active service and retired on July 1, 2016 after serving at Southwest Regional Maintenance Center, San Diego, California. She received her bachelor's degree at U.S. Naval Academy, Annapolis, Maryland, and her master's degree at U.S. Naval Postgraduate School, Monterey, California. Her previous duty stations include Naval Supply Systems Command, Washington, District of Columbia; Navy Inventory Control Point, Philadelphia, Pennsylvania; Navy Supply Center, Naval Air Station

Jacksonville, Jacksonville, Florida; Commander, Naval Sea Systems Command, Washington Navy Yard, Washington, District of Columbia; USS Peleliu (LHA 5); Naval Air Station North Island, North Island, California; USS Carl Vinson (CVN 70); Naval Air Systems Command, Patuxent River, Maryland; Naval Postgraduate School, Monterey, California; Fleet and Industrial Supply Center, Jacksonville, Florida; USS Cape Cod (AD 43); Naval Air Systems Command, Diego Garcia; Naval Supply Systems Command, Mechanicsburg, Pennsylvania; and NAVSUP Fleet Logistics Center, Jacksonville, Florida.

CAPT. TIFFANY ANN SCHAD

Capt. Tiffany Ann Schad, SC, USN, completed 27 years of active service and retired on August 1, 2016 after serving at Naval Sea Systems Command, Washington, District of Columbia. She received her bachelor's degree at Southern Methodist University, Dallas, Texas, and her master's degree at Northwestern University Evanston, Chicago, Illinois. Her previous duty stations include Office of the Secretary of the Navy, Research, Development and Acquisition, Washington, District of Columbia; Commander, Naval Surface Force, U.S. Pacific Fleet, San Diego, California; USS Ronald Reagan (CVN 76); Defense Logistics Agency, Fort Belvoir, Virginia; Naval Inventory Control Point, Philadelphia, Pennsylvania; U.S. Central Command, MacDill Air Force Base, Florida; Fleet and Industrial Supply Center, San Diego, California; Commander-in-Chief, U.S. Atlantic Fleet, Norfolk, Virginia; USS Hayler (DD 997); USS John C. Stennis (CVN 74); and USS Proteus (AS 19).

CMDR. KEVIN NOEL CARADONA

Cmdr. Kevin Noel Caradona, SC, USN, completed 24 years of active service and retired on August 1, 2016 after serving at Commander, Navy Special Warfare Group 4, Virginia Beach, Virginia. He received his bachelor's

...continued from page 35

degree at the U.S. Naval Academy, Annapolis, Maryland, and his master's degree at the University of Maryland, Baltimore, Maryland. His previous duty stations include NAVSUP Fleet Logistics Center, Norfolk, Virginia; U.S. Transportation Command Headquarters, Scott Air Force Base, Illinois; Commander, U.S. Fleet Forces Command, Norfolk, Virginia; USS Iwo Jima (LHD 7); Marine Corps Air Station Miramar, Miramar, California; USS Pearl Harbor (LSD 52); Pacific Missile Range Facility Barking Sands, Kauai, Hawaii; and USS Simon Lake (AS 33).

CMDR. STEPHEN C. COKER

Cmdr. Stephen C. Coker, SC, USN, completed 20 years of active service and retired on July 1, 2016 after serving at the Office of Naval Intelligence, Washington, District of Columbia. He received his bachelor's degree at the U.S. Naval Academy, Annapolis, Maryland and his master's degree at the University of Louisiana at Lafayette, Lafayette, Louisiana. His previous duty stations include Strike Weapons and Unmanned Aviation, Patuxent River, Maryland; Program Executive Office, C4I, San Diego, California; Naval Support Activity Bahrain, Detachment F; Busan Naval Base, Busan, Korea; Navy Cargo Handling Battalion 13, Gulfport, Mississippi; Commander, Naval Forces Korea Detachment 119, Korea; USS Wadsworth (FFG 9); Space and Naval Warfare Systems Command, San Diego, California; USS Guam (LPH 9); Helicopter Mine Countermeasures Squadron 14 Atlantic, Norfolk, Virginia; and USS Abraham Lincoln (CVN 72).

CMDR. DANE ANTHONY DENMAN

Cmdr. Dane Anthony Denman, SC, USN, completed 27 years of active service and retired on June 1, 2016 after serving at Afloat Training Group Pacific, San Diego, California. He received his bachelor's degree at Texas A&M University, College Station, Texas,

and his master's degree at Naval Postgraduate School, Monterey, California. His previous duty stations include Marine Corps Air Station Miramar, Camp Pendleton, California; Fleet and Industrial Supply Center, San Diego, California; Chief of Naval Operations Staff, Washington, District of Columbia; USS Theodore Roosevelt (CVN 71); Naval Air Station, Sigonella, Italy; USS Cape Cod (AD 43); Navy Petroleum Office, Alexandria, Virginia; and USS John A. Moore (FFG 19).

CMDR. RICHARD JEROME DIXON, JR.

Cmdr. Richard Jerome Dixon, Jr., SC, USN, completed 20 years of active service and retired on July 1, 2016 after serving at Defense Logistics Agency Aviation, Richmond, Virginia. He received his bachelor's degree at U. S. Naval Academy, Annapolis, Maryland. His previous duty stations include NAVSUP Business Systems Center, Mechanicsburg, Pennsylvania; USS John C. Stennis (CVN 74); Regional Contracting Office South, Basrah, Iraq; Commander, Logistics Forces, U.S. Naval Forces Central Command, Bahrain; Fleet and Industrial Supply Center, San Diego, California; USS Curts (FFG 38); and USS Clark (FFG 11).

CMDR. CHARLES E. HURST

Cmdr. Charles E. Hurst, SC, USN, completed 23 years of active service and retired on August 1, 2016 after serving at U.S. Transportation Command, Scott Air Force Base, Illinois. He received his bachelor's degree at Auburn University, Auburn, Alabama. His previous duty stations include Naval Special Warfare Group 4, Detachment Stennis, Virginia Beach, Virginia; 22nd Naval Construction Regiment, Detachment 1, Gulfport, Mississippi; Commander, Fleet Readiness Center, Naval Air Station Patuxent River, Maryland; Headquarters, U.S. Central Command, MacDill Air Force Base, Florida; Commander, Navy Surface

Group Pacific Northwest, Everett, Washington; USS David R. Ray (DD 971); U.S. Naval Computer and Telecommunications Station, Iceland; Defense Contract Management Area Operations Twin Cities, Bloomington, Minnesota; USS Theodore Roosevelt (CVN 71); and USS Biddle (CG 34).

CMDR. THOMAS J. LACOSS

Cmdr. Thomas J. LaCoss, SC, USN, completed 27 years of active service and retired on August 1, 2016 after serving at NAVSUP Global Logistics Support, Ammunition, Mechanicsburg, Pennsylvania. He received his bachelor's degree at U.S. Army Command Staff College, Fort Leavenworth, Kansas, and his master's degree at Webster University, St. Louis, Missouri. His previous duty stations include Naval Air Systems Command, Patuxent River, Maryland; Program Executive Officer, Tactical Aircraft Programs, Patuxent River, Maryland; 599th Transportation Group, Schofield Barracks, Hawaii; Navy Supply Information Systems Activity, Mechanicsburg, Pennsylvania; 834th Transportation Battalion, Concord, California; USS Fife (DD 991); and USS Richard K. Turner (CG 20).

CMDR. BRIAN J. MALLOY

Cmdr. Brian J. Malloy, SC, USN, completed 30 years of active service and retired on August 1, 2016 after serving at Afloat Training Group, Norfolk, Virginia. He received his bachelor's degree at the University of New Mexico, Albuquerque, New Mexico, and his master's degree at Naval War College, Newport, Rhode Island. His previous duty stations include Commander, U.S. Fleet Forces Command, Norfolk, Virginia; Commander, Naval Surface Forces Atlantic, Norfolk, Virginia; Naval Operations Logistics Support Center, Norfolk, Virginia; Multi-National Force Iraq, Baghdad, Iraq; Commander, U. S. 2nd Fleet, Norfolk, Virginia; Commander, U.S. Naval Forces Central Command, MacDill Air Force Base, Florida; Navy Personnel Command, Millington, Tennessee; Central Command

Deployment and Distribution Center, Camp Arifjan, Kuwait; USS Guam (LPH 9); SEAL Team 4, Little Creek, Virginia; and USS Thorn (DD 988).

LT. CMDR. ADRIAN BAXTER

Lt. Cmdr. Adrian Baxter, SC, USN, completed 20 years of active service and retired on July 1, 2016 after serving at Defense Logistics Agency, Fort Belvoir, Virginia. He received his bachelor's degree at Fairleigh Dickinson University, Madison, New Jersey. His previous duty stations include Commander, Naval District Washington, Washington, District of Columbia; Office of the Deputy Assistant Secretary of the Navy, Washington, District of Columbia; Naval Technical Training Center, Meridian, Mississippi; Commander, Maritime Prepositioning Ship Squadron 1, Souda Bay, Crete; Commander, Navy Reserve Forces Command, New Orleans, Louisiana; Navy and Marine Construction Battalion 11, Gulfport, Mississippi; Naval Technical Training Center, Corry Station, Pensacola, Florida; USS Bonhomme Richard (LHD 6); Assistant Chief of Staff, J2, U.S. Forces Korea; and Navy Reserve Professional Development Center, New Orleans, Louisiana.

LT. CMDR. CLINTON M. FORD

Lt. Cmdr. Clinton M. Ford, SC, USN completed 30 years of active service and retired August 1, 2016 after serving at Commander, Naval Air Force, Pacific, San Diego, California. His previous duty stations include USS Makin Island (LHD 8); Commanding Officer, SEAL Team 3, San Diego, California; Tactical Training Group Pacific, San Diego, California; Joint Special Operations Task Force, Special Operations Command Pacific, Philippines; Commander, Helicopter Sea Combat Wing, U.S. Pacific Fleet, Norfolk, Virginia; and USS Niagara Falls (AFS 3).

LT. CMDR. EDWARD DEWEY FRAZIER, JR.

Lt. Cmdr. Edward Dewey Frazier, Jr., SC, USN, completed 27 years of active service and retired August 1, 2016 after serving at Naval Air Station Fort Worth Joint Reserve Base, Fort Worth, Texas. He received his bachelor's degree at the University of Oklahoma, Norman, Oklahoma. His previous duty stations include Fleet Readiness Center West, Fort Worth, Texas; and USS Gladiator (MCM 11).

LT. CMDR. CHRISTOPHER S. MAYFIELD

Lt. Cmdr. Christopher S. Mayfield, SC, USN, completed 30 years of active service and retired on July 1, 2016 after serving at Defense Logistics Agency, Fort Belvoir, Virginia. He received his bachelor's degree at Excelsior College, Albany, New York, and his master's degree at Columbia Southern University, Orange Beach, Alabama. His previous duty stations include Commander, Naval Special Warfare Development Group, Virginia Beach, Virginia; Priority Material Office, Bremerton, Washington; USS Iwo Jima (LHD 7); Navy and Marine Corps Intelligence Training Center, Dam Neck, Virginia; and USS Carl Vinson (CVN 70).

LT. CHRISTOPHER A. SCHRADER

Lt. Christopher A. Schrader, SC, USN, completed 20 years of active service and retired on June 1, 2016 after serving at Defense Contract Management Agency, Saint Petersburg, Saint Petersburg, Florida. He received his bachelor's degree at Worcester State College, Worcester, Massachusetts, and his master's degree at Naval Postgraduate School, Monterey, California. His previous duty stations include USS Robert G. Bradley (FFG 49); Defense Distribution Center, New Cumberland, Pennsylvania; Taji National Supply Depot, Iraq; Defense Distribution Center, Susquehanna, Pennsylvania; USS San Antonio (LPD 17); Commander, Regional Support Organization Norfolk, Norfolk, Virginia; and USS Barry (DDG 52).

CWO ARNULFO SIBAYAN LIMON

Chief Warrant Officer Arnulfo Sibayan Limon, SC, USN, completed 30 years of active service and retired on June 1, 2016 after serving with USS Boxer (LHD 4). He received his bachelor's degree at DeVry University, San Diego, California. His previous duty stations include Naval Base Coronado, San Diego, California; USS Ronald Reagan (CVN 76); U.S. Naval Support Facility, Diego Garcia; and USS Belleau Wood (LHA 3).

CW04 TITO BACSA QUIBAN

Chief Warrant Officer Tito Bacsa Quiban, SC, USN, completed 20 years of active service and retired on July 1, 2016 after serving with USS George Washington (CVN 73). He received his bachelor's degree at National University, La Jolla, California. His previous duty stations include USS Ronald Reagan (CVN 76); Special Operations Command Central, MacDill Air Force Base, Florida; Commander, Helicopter Maritime Strike Wing, U.S. Pacific Fleet, San Diego, California; USS Bonhomme Richard (LHD 6); USNS Arctic (T-AOE 8); and USS Boxer (LHD 4).

CWO4 FERDINANDNESTOR QUI FRANDO

Chief Warrant Officer Ferdinandnestor Qui Frando, SC, USN, completed 30 years of active service and retired on August 1, 2016 after serving at commander, Naval Air Forces Pacific, San Diego, California. He received his bachelor's degree at Excelsior College, Albany, New York. His previous duty stations include USS Ronald Reagan (CVN 76); USS John C. Stennis (CVN 74); Fleet and Industrial Supply Center, Pearl Harbor, Hawaii; USS Lake Erie (CG 70); Naval Station Pearl Harbor, Pearl Harbor, Hawaii; and Commander, Fleet Activities, Yokosuka, Japan.

CY18 Training With Industry Selections

The officers selected for the CY 18 Training With Industry (TWI) Program have been announced. TWI is a 12-month program providing Supply Corps lieutenants and lieutenant commanders with the opportunity to represent the United States Navy while serving in fellowships with some of the nation's top corporations. Officers selected for this program will be exposed to executive-level decision-making at Fortune 500 Companies and will expand their professional supply and logistics education.

This year's selectees are:
Starbucks Coffee Company
(*Seattle, Washington*)

Lt. Cmdr. (sel) Michael P. Dausen
University of Maryland

The Home Depot (*Atlanta, Georgia*)
Lt. Cmdr. Marcus E. Thomas
NAVSUP Weapon Systems Support
Philadelphia

ExxonMobil (*Houston, Texas*)
Lt. Cmdr. Scott M. McCarthy
NAVSUP Fleet Logistics Center
Puget Sound

FedEx (*Memphis, Tennessee*)
Lt. Cmdr. Britta W. Christianson
Naval Postgraduate School

Qualified Insufficient Opportunity
(QIO) selectees are:

Lt. Cmdr. Joseph R. Bossi
NAVSUP Fleet Logistics Center
Yokosuka

Lt. Cmdr. (sel) Jose A. Galvao
Naval Postgraduate School

Upon completion of their respective fellowships, each selectee will serve a three-year follow-on tour in one of our key supply chain management assignments and utilize the skills and ideas attained from their experiences.

US 5th Fleet Announces 2016 Shore Sailor of the Year

BY MASS COMMUNICATION SPECIALIST 2ND CLASS VICTORIA KINNEY, PUBLIC AFFAIRS
U.S. NAVAL FORCES CENTRAL COMMAND

U.S. 5th Fleet announced the selection of Logistics Specialist 1st Class Karime Rivera, assigned to U.S. Naval Forces Central Command (NAVCENT), as the 2016 Shore Sailor of the Year during a ceremony held at Naval Support Activity Bahrain.

Competing against Rivera was Logistics Specialist 1st Class Jill Monaghan, assigned to Commander, Logistics Forces as part of Commander, Task Force (CTF) 53; and Operations Specialist 1st Class Joshua Spence, assigned to Destroyer Squadron 50.

U.S. 5th Fleet Commander Vice Adm. Kevin Donegan recognized the finalists for their individual accomplishments, awarding Navy Commendation Medals to Rivera and Monaghan, as well as a Navy and Marine Corps Achievement Medal to Spence.

"Sailors here execute our Navy's core tasks every day – protecting our country, advancing our interests, supporting allies and partner nations, delivering aid to people in crisis, and vigilantly guarding the sea lanes that are so necessary to our economic stability," said Donegan. "All of you being honored here today exhibit these traits and convey them to your Sailors in many ways."

During her time at NAVCENT, Rivera has been the leading petty officer for an entire division and manages 14 million dollars annually, in addition to procurement and accountability of assets, electronic hardware, logistics contracts, and general service administration consumables for NAVCENT, U.S. 5th Fleet, and Combined Maritime Forces Command mission

requirements. These accomplishments led to being named NAVCENT/5th Fleet Sailor of the Year, December 2016.

"Never let the success of actions be your motivation and never cease to work," said Rivera. "Be not affected by success or failure."

Monaghan was selected as CTF 53 Sailor of the Year for her achievements, including leading seven Sailors in the execution of over 800 flights, 6 million pounds of cargo, and over 2,000 passengers in more than 12 countries and logistics operations.

"I am very humbled to have been selected," said Monaghan. "I would not have gotten this far without my amazing leadership and all the stellar work of my shipmates. I try to practice working hard in silence and let success make the noise."

Spence was recognized as the CTF 55 Sailor of the Year by managing 26 surface assets' employment among multiple task forces and nations, operating and managing with his team of seven Sailors, a command, control, communications, computers, and intelligence architecture, interfacing 12 communication systems and 10 tactical displays. He is the operations department leading petty officer, as well as the command equal opportunity manager.

"I feel honored, humbled, and blessed to have been selected to represent CTF 55," said Spence.

"I am in awe by the tremendous skill and talent of our forward-deployed Sailors all over our area of operations, and you exemplify that skill and bring it to the next level," said Donegan.

Representing U.S. 5th Fleet, Rivera will continue to compete further at the Office of the Chief of Naval Operations Staff level, which is the second to last stop to being named Vice Chief of Naval Operations' Sailor of the Year. 🌟



*Ret. Capt. William A. Chadwick,
SC, USN*

91, passed away on July 23, 2016. Capt. Chadwick retired after 30 years of active service while serving on Staff, Commander Military Sealift Command, Washington, District of Columbia. He received his bachelor's degree from the University of Pennsylvania, and his master's degree from George Washington University. Duty assignments included: USS Juneau (CLAA 119); Supply Officer, USS Borie (DD 704); Marine Corps Air Station, Miami, Florida; Clarksville Base, Clarksville, Tennessee; Ordnance Supply Office, Mechanicsburg, Pennsylvania; Staff, Commander Service Force, U.S. Pacific Fleet; Puget Sound Naval Shipyard, Bremerton, Washington; Supply Officer, USS Columbus (CG 12); Armed Forces Staff College, Norfolk, Virginia; Bureau of Supplies and Accounts, Washington, District of Columbia; Staff, Commander Service Squadron 6; and Office of the Assistant Secretary of the Navy (Installation and Logistics) Washington, District of Columbia.

*Ret. Capt. Lawrence Don Hagedorn,
SC, USN*

92, passed away on December 8, 2015. Capt. Hagedorn retired after 35 years of service while serving as Supply Officer, Naval Construction Battalion Center, Port Hueneme, California. He received his bachelor's degree from Linfield College, and his master's degree from George Washington University. Duty assignments included: Naval Facilities Engineering Command, Alexandria, Virginia; Headquarters, Naval Material Command, Washington, District

of Columbia; Staff, Commander Naval Construction Battalion, U.S. Pacific Fleet; Staff, Commander Service Force, U.S. Pacific Fleet; Staff, Naval Postgraduate School, Monterey, California; Comptroller, Naval Supply Depot, Seattle, Washington; Supply Officer, USS Henrico (APA 45); Supply Officer, Naval Station, Astoria, Oregon; U.S. Naval Supply Depot, Yokosuka, Japan; Naval Receiving Station, San Diego, California; Supply Officer, USS Hank (DD 702); USS Muliphen (AKA 61); and USS Telfair (APA 210).

*Ret. Capt. Samuel J. Major, SC,
USN*

72, passed away on March 9, 2017. Capt. Major retired after 24 years of active service while serving at the Naval Transportation Management School, Oakland, California. He received his bachelor's degree from the University of North Carolina, and his master's degree from Michigan State University. Duty assignments included: Naval Supply Center, Oakland, California; USS Niagara Falls (AFS 3); Staff, Commander Naval Construction Battalions, U.S. Atlantic Fleet, Naval Amphibious Base, Norfolk, Virginia; Commander in Chief, U.S. Atlantic Fleet, Norfolk, Virginia; Defense General Supply Center, Richmond, Virginia; USS Robert E. Peary (DE 1073); Naval Guided Missiles School, Dam Neck, Virginia Beach, Virginia; HQ Military Assistance Command, Saigon, Republic of Vietnam; and USS Lester (DE 1022).

NAVY Supply Corps



**NAVIGATING THE
MENTOR-PROTÉGÉ RELATIONSHIP
(IT'S YOUR CAREER SUPPLEMENT)
AVAILABLE FOR DOWNLOAD**

The "Navigating the Mentor-Protégé Relationship" playbook, a supplement of "It's Your Career," is now available in the eSUPPO app and online at the Navy Supply Corps Officer Career Counselor website at <http://www.public.navy.mil/BUPERS-NPC/OFFICER/DETAILING/RLSTAFFCORPS/SUPPLY/Pages/CareerCounselor.aspx>.

This unique playbook further enhances the resources available to our Supply Corps community, providing useful tools for mentoring within the Supply Corps, as well as fundamentals for mentors and protégés developed through best practices and basic doctrine. Read this thought-provoking new guide with an open mind and implement the tools, where applicable, into your daily mentoring relationships. While not all-encompassing, find value in the frameworks presented.

Remember, we are all accountable to one another. Our ability to deliver mission success is exponentially increased by our conscious efforts to build strong teams, flexible leaders, and innovative solutions.



NAVAL SUPPLY SYSTEMS COMMAND

NAVSUP Fleet Logistics Center Sigonella Fuels C-17 with New Hydrant System

BY TIA NICHOLE MCMILLEN, PUBLIC AFFAIRS
NAVSUP FLEET LOGISTICS CENTER SIGONELLA

Below: Sailors and civilians of NAVSUP FLC Sigonella operate a new hydrant system, fueling a C-17 aircraft. The aircraft received 5,980 gallons of aviation fuel in 14 minutes, 20 seconds, which is about 420 gallons a minute. The entire evolution lasted around 30 minutes – more than 50 percent less time than refueling with the current truck refueling method. –photo by Tia Nichole McMillen

NAVSUP Fleet Logistics Center (FLC) Sigonella’s Fuel Team, led by fuels officer Lt. j.g. Igor Mendel, successfully operated a new hydrant system to refill a C-17 aircraft on March 22, 2017.

This effort took extensive teamwork, involving personnel from NAVSUP Energy, NAVSUP FLC Sigonella, Naval Air Station Sigonella, U.S. Army Corps of Engineers, Naval Facility Engineering Sigonella, and Defense Logistics Agency. The team conducted proper testing for environmental compliance, and was followed by a comprehensive training effort.

The aircraft received 5,980 gallons of aviation fuel in 14 minutes, 20 seconds, or approximately 420 gallons per minute. The entire evolution lasted 30 minutes, which is 50 percent less time than refueling with the current truck refueling method. This is a significant cost savings, manpower savings and, most importantly, time savings, to the warfighter.

A hydrant system is a loop of pipeline located under the aircraft parking ramp that delivers fuel straight from the hydrant fuel tanks to the aircraft. This is done through a mobile pantograph – a stainless steel pipeline to connect the underground hydrant loop to the aircraft. These pantographs are mounted on wheels so they can be maneuvered to connect an aircraft parked within 135 feet of a hydrant pit to the hydrant piping, allowing continuous fuel delivery to the aircraft. By comparison, a truck fueling delivery is normally limited to less than 5,000 gallons of fuel.



“We are extremely satisfied that the evolution went so smoothly,” said Mendel, NAVSUP Fleet Logistics Center Sigonella fuels officer.

“This is how fueling should be done!” echoed Aviation Boatswain’s Mate 1st Class Luis Sanchez, as he refueled the aircraft.

The evolution’s cost and time savings led the air crew and the Naval Air Station Sigonella airfield manager to request use of the hydrant to refuel the next time they fly through the region.

“It’s been a long, hard-fought battle to get this project to completion, but it was definitely worth it to see how smoothly everything went. We are now in an even better situation to support and sustain the warfighter,” said Lt. Cmdr. Michael Wheeler, NAVSUP Fleet Logistics Center Sigonella regional fuel’s director. ✨

MAY/JUNE 2017



Left: LSR Rolando Bautista views the Hall of Heroes in memory of the Sailors who lost their lives in the 2000 USS Cole (DDG 67) bombing.

NAVSUP FLC Bahrain Provides Logistics Support to USS Cole

BY JAVANI G. JONES, PUBLIC AFFAIRS, NAVSUP FLEET LOGISTICS CENTER BAHRAIN

LSR Rolando Bautista had a unique opportunity to get a first-hand look at USS Cole (DDG 67). Having served aboard a dozen U.S. Navy ships in an active duty capacity, Bautista said that visiting Cole made a lasting impression. In 2000, the Cole bombing was one of the deadliest naval attacks in recent times, in which 17 Sailors lost their lives in a terrorist attack off of the coast of Yemen.

The port visit gave Bautista an opportunity to honor and remember the 17 fallen Sailors in the Cole attack. Bautista said that walking on the Cole was so solemn that it gave him goosebumps. While aboard, he was able to view the Hall of Heroes, which represents those who sacrificed their lives and immortalizes them for future ship crews. "When you are walking down that hallway, you have a totally different feeling, as if you can feel the presence of the departed crew," said Bautista.

The NAVSUP FLC Bahrain Logistics Response Team delivered 19 pallets of cargo weighing more than 3,480 pounds, significantly contributing to Cole's mission readiness. As a vital source in the resupply efforts, NAVSUP FLC Bahrain continues to be a critical logistics provider to ships visiting the U.S. 5th Fleet area of operations.

"All of the ships that are in the U.S. 5th Fleet area are defending our country," said Bautista. "They are enduring sacrifices away from their families to do an important job. Cole is a combat ship, so in a moment's notice they can be in danger. The supplies we provide to the Sailors support the maintenance and repair for operational efforts, and help to shape the morale of the crew. When a Sailor receives a letter from a loved one while at sea, it provides reassurance of the dedication and commitment to protecting the safety of our nation." 🌟

Below: LSR Rolando Bautista views the 17 stars in the Hall of Heroes, which honors the 17 Sailors that died in the USS Cole (DDG 67) bombing in 2000. —photos by Javani Jones





Lt. Sam Chea coordinated a successful foreign visit request (FVR) for Japan Joint Staff Director General of Logistics Rear Adm. Natsue Kondo and her staff to visit the Red Hill Underground Fuel Storage Facility in Pearl Harbor, Hawaii, March 7. Kondo is the first foreign dignitary to visit Red Hill since 2001. Chea was the first person who was able to coordinate a successful FVR for foreign nationals, and he is passing along the framework for how to coordinate future foreign tours. -photo by Shannon Haney.

Lt. Massoud Koleini, NAVSUP Fleet Logistics Center (FLC) Yokosuka Site Sydney liaison officer supported a ship visit to Auckland, New Zealand in late 2016. Forming a team with Lt. Keith Anderson, Otilio Santos, Eugene Gibbs, and Cynthia Vorachack-Hogan, they worked in close coordination with the State Department, the Royal New Zealand Navy Fleet and the husbanding service provider. The team reduced an original task order of \$174,500 to approximately \$90,000.





NAVSUP Fleet Logistics Center Pearl Harbor's Navy Acquisition Contracting Officer Intern Lt. j.g. Dianna Maeng, second from left, represented in the 413th Contracting Support Brigade Disaster Training Exercise, DTX-17, Feb. 17-21. The event served as a capstone contracting readiness training exercise to assess contracting team operations and prepare for future contingency response deployments. The exercise was based on a post-tsunami disaster relief scenario.



ABF1 Richard St. Clair and Lt. Joshua Andrews, NAVSUP Fleet Logistics Center Jacksonville Detachment Key West, loaded trucks with pallets Feb. 28 to transport to the pier in support of Continuing Promise-17. -photo by LS2 Richard Delarosa.



OP Roadshow

The future of the Supply Corps, career development, and sound career planning were among many topics discussed at the NAVSUP Fleet Logistics Center Pearl Harbor OP Road Show Feb. 9-10. The Office of Supply Corps Personnel (OP) produces the OP Road Show annually, dispatching Navy Supply Corps detailers to commands worldwide, providing career management presentations, including individual interviews and records reviews of local Supply Corps officers. -photo by Shannon Haney



Navy's Retention Excellence Award

NAVSUP FLC Pearl Harbor earned the Navy's Retention Excellence Award for fiscal year 2016. As an awardee, the command is authorized not only to fly the Retention pennant, but also proudly display its golden anchor in front of command headquarters. Pictured, NAVSUP FLC Pearl Harbor's Executive Officer Cmdr. Shani LeBlanc, Command Ombudsman Jodi Litten Townsend, Commanding Officer Capt. Ken Epps, and Navy Senior Enlisted Advisor Master Chief Petty Officer Gary Daniels. -photo by Shannon Haney



San Diego LST personnel. Left to right, LS2 Sixtobernabe Mariano, LS1 Jourdan Borcena, LS3 Regina Leuty, LS1 Jeremy Bowman, Lt. Cmdr. Brendan Hogan, LST director for NAVSUP FLC San Diego. —photo by Candice Villarreal

NAVSUP Team Turns LCS Distance Support Over to Mayport for LCS 5, LCS 7

BY CANDICE VILLARREAL, DIRECTOR, OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER SAN DIEGO

NAVSUP Fleet Logistics Center (FLC) San Diego officially turned over distance support requirements for USS Milwaukee (LCS 5) and USS Detroit (LCS 7) to NAVSUP FLC Jacksonville this January, as the ships made their way to their new homeports.

The turnover of responsibility follows a Chief of Naval Operations mandated littoral combat ship (LCS) realignment, home porting odd-numbered hull LCS ships in Jacksonville, Florida and keeping even numbered hulls in San Diego.

“We were the only NAVSUP FLC supporting the full range of homeport support requirements for these ships, and

we’re excited to see the NAVSUP FLC Jacksonville team doing such a great job of it now,” said Lt. Cmdr. Brendan Hogan, logistics support team (LST) director for NAVSUP FLC San Diego. “They’re well equipped to now handle their budgets, order food and fuel, manage inventory of consumable items and repair parts, and coordinate operational support services. It’s a big win in terms of capability for the Navy as a whole.”

LSTs ease supply department responsibilities by supporting the ships from ashore to allow the minimally-manned vessels’ commanders to focus more intently on antisubmarine warfare, mine countermeasures, and surface warfare missions.

“These are the first two ships they’ve ever supported through the full breadth of logistical responsibility,” said Hogan. “It’s a milestone for the Jacksonville LST, and it also means we’re increasing our NAVSUP Global Logistics Support network of capabilities from shore to shore.”

The San Diego LST, established in 2008, provides around-the-clock support to the LCSs as they navigate in dynamic and uncertain theaters. Because the ships do not have fully-staffed supply departments like other surface combatants, LST personnel often must anticipate the smaller crews’ needs.

“We used our experience and expertise to develop and streamline processes that would assist Jacksonville in executing unmatched distance support,” said Hogan. “And it has been a pretty seamless transition.”

Between USS Milwaukee and USS Detroit, the San Diego team procured 100 food orders valued at approximately \$332,000 for the ships. Additionally, the team planned and executed 20 port visits, procured and coordinated delivery of 57 high priority repair parts, and simultaneously managed \$740,000 in operating budget funds during 2016.

“Now we’ve got centers of excellence for distance support across both coasts,” said Hogan. “That’s pretty significant.”

As the Navy’s mission around the globe expands, the command’s mission and supporting role are evolving, making organizational agility more important than ever. Fast, efficient support from the shoreline to the cutting-edge vessel at sea allows LCS commanders to operate forward in unpredictable environments while countering the challenging threats the ships were built to overcome.

“NAVSUP FLC Jacksonville did a fantastic job of accommodating and taking on additional workloads even earlier than planned,” said Hogan. “They’ve been very capably supporting our ships for months now, and they’re the only other experts that know how to do this. I think everyone involved has been impressed with their enthusiasm for supporting these warfighters.”

The San Diego team is already planning for additional growth in support of future San Diego based LCS combatants. The LST currently supports San Diego homeported LCS ships with hull numbers 1-4, 6, 8, and 10.

“I’m really impressed with the professionalism our LST displayed throughout this process,” said Hogan. “They took initiative, set up the process, coordinated with Jacksonville, and got it all done in a timely manner. They didn’t just toss the responsibility over to them; they stuck with it and coached them through it all, making sure they were truly ready before they switched off support on our end. That says a lot about the kind of pride they take in their work in support of the nation’s warfighters.” ☀

NAVSUP FLC Pearl Harbor Celebrates Earth Day

BY SHANNON R. HANEY
OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS CENTER PEARL HARBOR

NAVSUP Fleet Logistics Center (FLC) Pearl Harbor personnel gathered to recognize Earth Day with a week of events to promote environmental awareness, April 17-21.

Earth Day, April 22, is a day dedicated to increasing awareness about the Earth, its issues and problems.

More than one billion people participate in Earth Day activities each year, making it one of the largest movements on earth. Over the years, Earth Day activities have grown beyond one day of the year, with events throughout the month of April.



NAVSUP FLC Pearl Harbor led Earth Day events with a storm drain stenciling project to raise awareness about the link between the storm drain system and water quality. Beside each storm drain, personnel used spray paint to produce a prominent bright blue rectangle with white lettering that states, "Dump no waste, drains to ocean."

"If we educate people on environmental conservation, it can make an impact on the choices they make every day," said Lt.j.g. Frances Hunter, facility management.

Volunteers kicked off the next event by cleaning up Aiea Bay State Recreational Area. They collected 400 pounds of rubbish that had once scattered the shoreline and recreational area that runs along Pearl Harbor's historic waterfront.

"The Navy is very involved with helping the public and doing volunteer work, and this is an opportunity for us to clean a recreational area that has public access," said Culinary Specialist 1st Class Osman Fernandez, command volunteer coordinator. "Picking up trash today sends a message that the Navy is doing its part in helping the environment."

Continuing to commemorate Earth Day, NAVSUP FLC Pearl Harbor personnel hiked the Kuli'ou'ou Ridge Trail to discuss the dominant native forest area, indigenous plants and trees, and



importance of using the boot brushes to reduce the spread of weed seeds.

"Earth Day is a time to celebrate gains we have made and make new pledges to protect the environment for us and for generations to come," said Executive Officer Cmdr. Shani LeBlanc. "Earth Day and every day is a time to act to protect our planet."

To conclude the events, NAVSUP FLC Pearl Harbor personnel set-up a booth at the Pearl Harbor Navy Exchange to share information with patrons on sustainability and initiatives.

"We sponsor a booth to explain to the community what we are doing to protect our natural resources," said Lt. Jeff Morgan, fuel intern. "We hope that we can educate people and let them know that the Navy is part of the community, too, and that we care about the environment. Environmental protection is incorporated into everything we do every day."

During Earth Day events, NAVSUP FLC Pearl Harbor personnel were able to recognize and show their respect for the balance between the environment and man. It also was a chance to further awareness of the actions that can disturb that balance. ☀

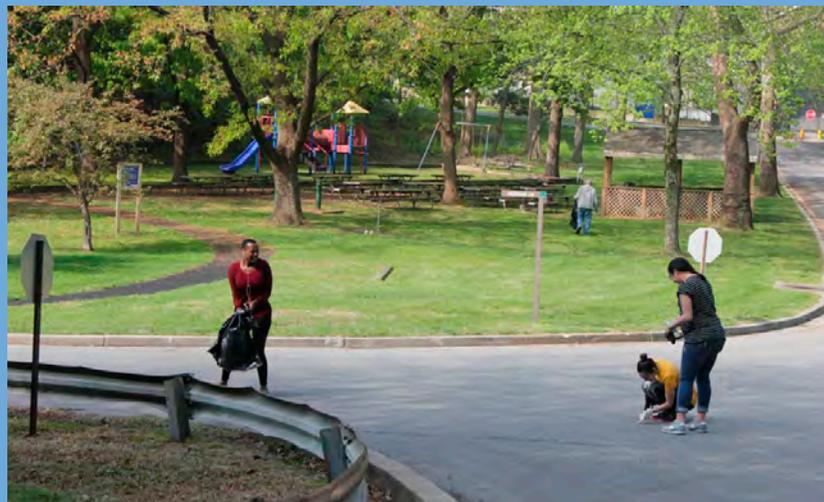


U.S. Naval Observatory Observes Earth Day with Facility Clean-ups

BY LT. EDWIN JIMENEZ, SC, USN
U.S. NAVAL OBSERVATORY

Staff members of the U.S. Naval Observatory (USNO) observed Earth Day on April 21, 2017 with base-wide clean-ups at their Washington, District of Columbia and Flagstaff, Arizona facilities. In Washington, participants fanned out over the 72-acre site and removed over 300 pounds of trash and detritus. Among the more novel items found were a dead snake, a 60-pound piece of an old fence, a credit card, and a hydraulic piston. Staff members at the Naval Observatory Flagstaff Station collected several hundred pounds of trash from the access road and the site's perimeter. By far, the most prevalent items were empty liquor bottles and beer cans, found mostly in the campground along the access road.

Photos by Geoff Chester, USNO Public Affairs



Earth Day 2017

NAVSUP FLC Bahrain Earns Second Retention Excellence Award

BY LT. STEPHEN DALEY
NAVSUP FLEET LOGISTICS CENTER BAHRAIN

NAVSUP Fleet Logistics Center (FLC) Bahrain earned recognition for the Navy’s Retention Excellence Award for fiscal year 2016 during a pennant presentation Jan. 5, 2017.

This is the second consecutive year NAVSUP FLC Bahrain has received the honor, which is a testament to the consistent hard work of the command career counselor.

“Retaining the best and brightest of our military is not only a challenge in today’s thriving technological environment, but also a testament to the high satisfaction NAVSUP Sailors experience abroad,” said Capt. Kerry Pearson, commanding officer, NAVSUP FLC Bahrain.

U.S. Fleet Forces Command established the Retention Excellence Award through the Fleet Retention Excellence Program; the award is presented to U.S. Navy commands that sustain superior levels of military retention during the previous fiscal year.

“Our career counseling team does their best to ensure Sailors are making the best decisions for themselves and their families by assisting them with career waypoint submissions, order negotiations, educational opportunities, and more,” said Logistics Specialist 1st Class Sarah Longoria, NAVSUP FLC Bahrain command career counselor. “Receiving the Retention Excellence Award shows us that our Sailors appreciate the guidance given, and are successfully navigating their careers, fully informed and ready to perform the mission.”

In order to be eligible for the Retention Excellence Award, a command must meet or exceed a number of benchmarks, including meeting reenlistment percentages and performing well on the annual command information program review. NAVSUP FLC Bahrain succeeded in each area, received a perfect score in multiple categories, and scored an impressive 99 percent on the most recent command information program review.



Capt. Kerry Pearson (second from left) and CMDCS (SW/IW/AW) Eric Hill (far right) present the Retention Excellence Award pennant to command career counselors LSI(SW/AW) Sarah Longoria and LSI(SW/AW) Marlayna Crooms. –photo by LT Gladys Diaz

“The Retention Excellence Award is definitely one that you earn; for a command our size to earn it two years in a row is simply amazing,” said Senior Chief Petty Officer Eric Hill, senior enlisted advisor, NAVSUP FLC Bahrain. “Our career development boards, retention, and recognition of our Sailors are an all-hands effort. Earning this award clearly shows the level of commitment our Sailors and their families, along with our career counseling team, and our leaders, both military and civilian, have to the Navy and the mission.”

As a result of earning the Retention Excellence Award again, NAVSUP FLC Bahrain is authorized to continue flying the retention excellence pennant for a second year in a row. ✨

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Cmdr. Gilberto Penserga, Lt. Cmdr. Brendan Hogan, and Lt. Shawn Grogan greet USS Zumwalt (DDG 1000) at the pier following the ship’s arrival at its new homeport in San Diego on Dec. 8. The NAVSUP Fleet Logistics Center San Diego logistics support team provided shore-based distance support for the first-in-its-class destroyer as it transited to San Diego. –photo by Candice Villarreal



NAVSUP GLS Postal Delivers Mail to Far Reaches of the Globe

BY SUZANNA BRUGLER, DEPUTY DIRECTOR,
OFFICE OF CORPORATE COMMUNICATIONS NAVSUP GLOBAL LOGISTICS SUPPORT

NAVSUP Global Logistics Support (GLS) postal products and services facilitated mail services for the first time to Antarctica in support of heavy icebreaker United States Coast Guard Cutter Polar Star's (WAGB 10) port visit to McMurdo Station, Jan. 17-19.

Recently, NAVSUP GLS postal products and services have been treading new territory as it actively facilitates the safe delivery of packages and letters to maritime service members deployed to the far reaches of the globe, from Antarctica and beyond.

"We are providing more reach and getting more creative in how we deliver mail to our globally deployed maritime service members," said Ramon Arredondo, NAVSUP GLS mail routing analyst.

Before February 2015, military mail was facilitated by the Joint Military Postal Agency (JMPA) via the mail routing instruction, taking into account ships' movements and dates. JMPA would determine the mail cut dates, when to start and stop shipping, and where mail should be forwarded, with just a few fixed postal hub locations around the world.

Now, with built-in maritime knowledge and expertise, the NAVSUP GLS routing center is getting more creative, and pushing the envelope in the mail delivery process.

"The NAVSUP GLS routing center is now the primary hub for mail routing for the Navy, Coast Guard, United States naval ships

(Military Sealift Command), and embarked Marines. One hundred percent of all Navy mail routing goes through the NAVSUP GLS routing center, where we conduct the research to determine the best route for the mail," said Arredondo.

As an example of recent postal efficiencies, consider the Polar Star post visit to McMurdo Station. The mail originated in Chicago, in the international service center and military mail hub. It then flew to Fleet Mail Center Yokohama, Japan, via commercial airlift. From there, it traveled via commercial air to Sydney, Australia, and to Christchurch, New Zealand, also by commercial air. Finally, military airlift delivered the mail to Antarctica for the final leg of the long voyage to get to the Coast Guardsmen.

"We make it a point to identify every possible means of support, whether via commercial airlines, military assets such as replenishment-at-sea and other means," said Arredondo.

Domestic military mail transportation is coordinated with the U.S. Postal Service. ✪

Above, left to right: NAVSUP GLS Postal Team, LSI Nancy Cid, mail routing lead petty officer; Ramon Arredondo, NAVSUP GLS supervisor mail routing; and LSI Christian Mountain, mail router.

—photo by Kim Longstaff

NAVSUP FLC Bahrain Takes Pride in Marine's Reenlistment

BY LT. ARACELI GALVAN, SC, USN
NAVSUP FLEET LOGISTICS CENTER BAHRAIN

NAVSUP Fleet Logistics Center (FLC) Bahrain held a reenlistment ceremony for one of its Marines, Dec. 1, 2016.

Marine Sgt. Jonathan Poli, a native of Pine Hill, New Jersey, who is currently assigned to the Fleet Mail Center (FMC) at NAVSUP FLC Bahrain, was reenlisted at Naval Support Activity Bahrain by Supply Management Deputy Lt. Araceli Galvan.

Poli joined the Marine Corps in 2013. After completing training at School of Infantry-East in Camp Lejeune, North Carolina, Poli was stationed at Fort Jackson, South Carolina, followed by Kaneohe Bay, Hawaii.

This marks Poli's first reenlistment.

"I feel like I've been given another four years to make a difference," said Poli of his reenlistment.

As team member of the FMC, Poli is involved with moving thousands of pieces of mail every year through NAVSUP FLC Bahrain.

"I have had minimal interactions with other branches until I came here to the FMC in NAVSUP FLC Bahrain," said Poli. "This command has expanded my boundaries to the differences in operation from other service."

In attendance at the reenlistment ceremony were NAVSUP FLC Bahrain Commanding Officer Capt. Kerry Pearson, Executive Officer Cmdr. Kadiatou Fatima Sidibe, and Command Senior Chief Eric W. Hill.

Galvan said of the ceremony, "It was an honor for me to administer the oath of enlistment. Poli is an excellent Marine, and we are proud to have him as a member of our team."

NAVSUP FLC Bahrain provides fleet and expeditionary logistics capabilities and quality-of-life services to Joint and coalition forces deployed and homeported within the U.S. Central Command area of responsibility. As such, Poli is part of the team of Navy and Marines working together to deliver mail, and, ultimately, quality of life to all Sailors and Marines in the area of responsibility.

When asked about the experience of delivering mail as it equates to quality of life for other Sailors and Marines, Poli said, "Important. The work is very important. Of course, I especially feel the importance of mail every time someone complains."

"Sergeant Poli is one of two Marines who serve at the Fleet Mail Center, and follows a long line of Marines who have served before him since the start of Operation Iraqi Freedom and Operation Enduring Freedom in support of Marine units assigned to deployed ships and land-based locations throughout the AOR," explained Dan Bernaiche of the FMC.

After completing his tour in Bahrain, Poli will be reporting to 3rd Marine Logistics Group in Okinawa, Japan. 🌟



Above: SGT Jonathan Poli signs reenlistment documents. Photo taken by Lt. Gladys Diaz

Below: Lt. Araceli Galvan administers the oath of reenlistment for SGT Jonathan Poli on board NSA Bahrain. Photo by Lt. Gladys Diaz





NAVSUP FLC Yokosuka Site Sasebo Team Supports USS Carl Vinson during Deployed Operations

Front row from left to right:

Charles Carr, volunteer; LS2 Louis Edgerson, NAVSUP Postal; Kiyoko Reynolds, custodian of postal effects, NAVSUP Postal; Saori Okawachi, NAVSUP Postal; LSC Keng Singtharanone, leading chief petty officer; Tommie Tate, postal manager; ABH3 Sheiniaa Ulama, TAD from Bahrain

Back row setting left to right:

LS1 Jermaine Alcantara, NAVSUP Postal; LS3 Cecilia Clark, NAVSUP Postal; LSSN Laronica Marshall, NAVSUP Postal; SH3 AAshis Luitel, TAD from Bahrain; LS2 Zachary Love, NAVSUP Postal; LS1 Anthony Rosal, NAVSUP Postal; AS3 William Dillard, TAD from Bahrain; LS1 Edward Cook, leading petty officer.

**BY TINA STILLIONS
DIRECTOR OF CORPORATE
COMMUNICATIONS
NAVSUP FLEET LOGISTICS
CENTER YOKOSUKA**

NAVSUP Fleet Logistics Center (FLC) Yokosuka's Sasebo postal operations team supported aircraft carrier USS Carl Vinson (CVN 70) with a major load-out during deployed operations, March 10.

"Christmas time is usually our biggest rush at the post office," said Tommie Tate, postal manager for NAVSUP FLC Yokosuka's Sasebo site. "Supporting a strike group the size of Vinson creates a similar rush for us."

A postal load-out on the scale necessary to support a carrier the size of Carl Vinson is no small accomplishment. It is a well-orchestrated logistics operation with multiple players, the kind of coordinated team effort required for the Navy's forward-deployed U.S. forces.

"At least four times a year, Site Sasebo supports the Navy's strike groups with

load-outs of mail, provisions, and cargo," said Tate. "This operation included 182 tri-walls of mail."

A tri-wall is a heavy-duty, reinforced, three-layered thick cardboard box or carton used for shipments. It measures 48 1/2 inches in length, 37 1/2 inches in height, and 41 1/2 inches in width and weighs approximately 275 pounds.

NAVSUP FLC Yokosuka Commanding Officer Jeffery Davis said the efforts of the Sasebo team epitomize the type of flexibility and agility expected of logistics professionals in the Pacific area of responsibility.

"I'm particularly proud of Cmdr. Rozzell and his team," said Davis. "They were able to improvise to expand operating space by working closely with U.S. Fleet Activities Sasebo to accommodate over 1,200 pallets of mail, provisions, and cargo to sustain Carl Vinson during deployed operations."

Commander, Fleet Activities Sasebo Capt. Matthew Ovios echoed Davis, visiting the postal operations site to thank the team

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and remind them their efforts are vital to sustaining the operations of the entire fleet.

“When people think of Sasebo, they normally think about amphibious ships; but the food, fuel, parts, and mail that flow through Sasebo are headed to all of the ships, submarines, and aviation squadrons that operate in this region,” said Ovios. “It was truly impressive to see firsthand the number of pallets that NAVSUP FLC Yokosuka was moving to the fleet. I also reminded them how important their job is to morale, because every Sailor enjoys hearing the words ‘mail call.’”

In addition to supporting the fleet, the Sasebo postal operations team ensures mail gets delivered to the more than 10,000 people on base.

“We handle close to 1.5 million pounds of mail a year and have a staff of 10,” said Tate. “Though we get some volunteer support from other ships and from high school interns in the area, we couldn’t do what we do without the support of some our logistics support representatives. They provided the additional support we needed for this type of large operation.” 🌟

NAVSUP Fleet Logistics Center Pearl Harbor Team – Refueling Air Force One



Left: NAVSUP FLC Pearl Harbor Physical Science Technician Marissa Tanaka, left, takes a fuel sample from a R-11 refueling truck designated to refuel Air Force One on Joint Base Pearl Harbor-Hickam in December.



Right: NAVSUP FLC Pearl Harbor Fuels Distribution System Worker Mark-Anthony Lizada, center, monitors Quality Assurance Specialist Ben Fegurgur, right, and Physical Science Technician Marissa Tanaka, left, while taking fuel samples from an R-11 refueling truck designated to refuel Air Force One on Joint Base Pearl Harbor-Hickam.

—photos by Shannon Haney



NAVSUP FLC Pearl Harbor Earns Prestigious CNO Environmental Award

BY SHANNON R. HANEY, OFFICE OF CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS CENTER PEARL HARBOR

NAVSUP Fleet Logistics Center (FLC) Pearl Harbor was recognized as a winner of the prestigious Chief of Naval Operations (CNO) Environmental Award in a naval message released March 15.

The award recognized NAVSUP FLC Pearl Harbor's environmental team as one of three winners for the Sustainability-Individual/Team category.

The environmental team oversees the command's environmental programs, ensuring compliance in all operational areas to include fuel, ocean terminals, hazardous material (HAZMAT), and material handling equipment operations. The team actively promotes implementation of innovative solutions and best practices, command participation, and community engagement to protect Hawaii's environment, while accomplishing mission objectives.

The environmental team consists of members from two departments within NAVSUP FLC Pearl Harbor – the fuel department and the logistics readiness department's material management division.

The fuel department operates and maintains the fuel facilities; they also are responsible for the command's facilities sustainment, repair, modernization, and environmental programs. They ensure all facilities projects are compliant with Executive Order 13693 and seek opportunities to improve energy and water efficiency and environmental quality in all NAVSUP FLC Pearl Harbor operations.

"This prestigious award highlights NAVSUP FLC Pearl Harbor's enduring commitment to environmental stewardship," said Fuel Department Deputy Director, John Floyd. "I'm honored to be a part of such a great team producing sustainability initiatives that truly make a difference."

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Above: NAVSUP FLC Pearl Harbor's Environmental Team was recognized as a winner of the CNO Environmental Award for the Sustainability - Team category. From left to right, Lt. Cmdr. Drew Lovgren, Derek Wong, Sonya Steinhoff-Aspili, Lt.jg. Frances Hunter, Doug Bugado, and John Floyd. –photo by Shannon Haney.

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The material management division is responsible for providing HAZMAT support to Navy and Air Force commands on Joint Base Pearl Harbor-Hickam. A significant part of their mission is to minimize the volume of HAZMAT purchases and the generation of hazardous waste.

In fiscal 2016, NAVSUP FLC Pearl Harbor executed several energy conservation and xeriscaping projects, continued efforts to minimize purchase and storage of hazardous material throughout the region, collaborated with the Environmental Protection Agency to improve operation and maintenance of underground storage tanks, and conducted several command engagement and community outreach events. These accomplishments were achieved during a period of significant funding and personnel hiring constraints.

Additionally in fiscal 2016, NAVSUP FLC Pearl Harbor achieved annual energy cost reductions of more than \$200,000, annual water savings of 31,000 gallons, and reduced light pollution to protect local sea birds. The command continues its commitment to environmental excellence through community involvement, training all command members, and implementing processes to reduce procurement of hazardous material. These efforts demonstrated environmentally friendly initiatives that can enhance the command's mission posture

while reducing costs, improving efficiency, and enhancing worker safety while providing increased protection to the environment.

"I am very proud of our accomplishments and look forward to getting more NAVSUP FLC Pearl Harbor personnel involved with our energy conservation, environmental stewardship, and Earth Month activities," said Fuel Department Director Lt. Cmdr. Drew Lovgren.

The team continues to apply energy-saving technology and best practices in 2017. Three projects have been initiated to upgrade legacy lighting fixtures; heating, ventilation and air conditioning systems; and heavy equipment to further reduce the command's overall energy consumption.

"We take environmental sustainability very seriously here, from our efforts to protect Oahu's drinking water to minimizing our ecological footprint while meeting mission support requirements," said Commanding Officer Capt. Ken Epps. "This is a big win for the Navy/Air Force Joint team we have here in Hawaii and a validation of their tremendous efforts this past year to operate 'green.'"

NAVSUP FLC Pearl Harbor will join the other winners in receiving a command plaque and advancing to the secretary of the Navy level of competition. ●

NAVSUP FLC Bahrain Celebrates First Industry Day

BY JAVANI G. JONES,
OFFICE OF CORPORATE
COMMUNICATIONS,
NAVSUP FLEET LOGISTICS
CENTER BAHRAIN

NAVSUP Fleet Logistics Center (FLC) Bahrain hosted its first Industry Day, an interactive gathering of local professionals in logistics support, at The Diplomat Radisson Blu Hotel Bahrain, Jan. 26.

More than 100 businesses from across the Gulf Region participated in networking and collaboration while learning general information for conducting business with the U.S. government.

Planned and organized by Lt. Cmdr. Tiffany West, NAVSUP FLC Bahrain Code 200 contracting officer, Industry Day highlighted vendor awareness of regulations required for services procured by NAVSUP FLC Bahrain. During the conference, contracting officers provided an overview of logistics needs and acquisition cycles.

"The inspiration was to educate the local industry on who we are, why we are here, and how they can help support our mission," said Leah Herce-Andino, NAVSUP FLC Bahrain deputy director of contracting. "The goal was to ensure synergy between the government and industry representatives. We wanted industry to know that we are here to support the warfighter, and how their service or material might be able to help

us and the contractor(s) accomplish that mission."

One particular topic of interest for vendors during Industry Day was how to register as a U.S. government contractor. West, a contracting expert, guided participants through the specific websites required for the registration process. Vendors were then able to ask questions and give feedback on their experiences with submitting proposals.

Industry Day exemplifies the NAVSUP FLC Bahrain vision to be the first-choice logistics provider while building collaborative relationships with customers.

As NAVSUP FLC Bahrain continues to streamline logistics support, the constant communication with vendors is critical for new procurement opportunities. Later this year, NAVSUP FLC Bahrain plans to continue the process of building relationships with the local business community by hosting a fleet and maintenance industry day. ●



US Navy, Japan Logistics Teams Tour USS Ronald Reagan

BY TINA C. STILLIONS
 DIRECTOR OF CORPORATE
 COMMUNICATIONS
 NAVSUP FLEET LOGISTICS
 CENTER YOKOSUKA

Above: NAVSUP FLC Yokosuka and JMSDF logistics teams toured the USS Ronald Reagan (CVN 76) Feb. 14 as part of logistics training provided to the organization's JMSDF partners. -photo by Tina C. Stillions.

NAVSUP Fleet Logistics Center (FLC) Yokosuka's operations team accompanied Japan Military Self-Defense Force (JMSDF) members while visiting aircraft carrier USS Ronald Reagan (CVN 76) Feb. 14 as part of logistics training provided to the organization's JMSDF partners.

The Navy has a very close relationship with its JMSDF counterparts from across various organizations, such as the Maritime Materiel Command, Ship Supply Depot, and Yokosuka Supply and Repair Facility. The bilateral interactions range from training sessions and meetings to cultural events and ship tours.

"The opportunity to tour the Reagan with our JMSDF counterparts is an excellent opportunity for them to understand the intricacies of operations on an aircraft carrier, and for us to learn what interests them about our ships," said NAVSUP FLC Yokosuka Director of Operations Cmdr. Mike Schilling. "It's truly an honor to walk the decks of an American flagship with them."

In order to enrich their knowledge and take best practices back to their organizations, trainees from JMSDF take part in four days of training with the NAVSUP FLC Yokosuka operations team to gather information on U.S. Navy logistics processes.

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Schilling said the Navy team takes great pride in the partnership.

“The ongoing training, held in conjunction with the command’s internship program, provides an ideal environment to share information, methods, and standardized processes with our counterparts,” said Schilling.

The Ronald Reagan epitomizes the U.S. vision of forward-deployed naval forces. The ship’s motto is “Peace Through Strength” and aligns succinctly with Japan’s Self-Defense Force international peacekeeping operations. The partnership between the U.S. and Japan continues to strengthen and ensure world peace.

Lt. j.g. Moe Shioya, the newest member of the NAVSUP FLC Yokosuka internship program, participated in the tour of the carrier.

“The Ronald Reagan is very big; I had the opportunity to visit the ship last year, but

was only on the deck,” said Shioya. “This time I was able to see much more and talk to the officers. It was very exciting for me, because for my next step I will work on a Japanese ship.”

Reagan, which has been forward deployed to Yokosuka, Japan, since October 2015, is significantly larger than many of the ships which comprise the JMSDF fleet.

In 2013, Japan delivered its largest warship in decades. JDS Izumo (DDH 183), a helicopter destroyer which resembles an aircraft carrier, has a crew of 470, and standard displacement of 24,000 tons when fully loaded – significantly smaller when compared to Reagan’s 5,000-person crew and 97,000-ton displacement. However, it is one of the largest surface combatants of JMSDF.

“The logistics required to maintain a ship the size of Reagan is complex and requires careful coordination and execution,” said Ronald Reagan Supply Officer Cmdr. Michael Carl.

“I think you’ve seen this is a big ship, with many moving parts,” said Carl. “What we do is very important, because we handle supply logistics for a wide range of people.”

Carl reiterated the importance of the bilateral interactions and facilitating information exchange.

“It’s these types of interactions with our Japanese counterparts that contribute to our success,” said Carl. “It really solidifies our relationship and makes us stronger partners.”



56 NAVSUP FLC Norfolk raised the golden anchor pennant Feb. 27 in honor of having been named a winner of the 2016 Retention Excellence Award.

NAVSUP FLC Norfolk Command Career Counselor NCC Michele Clodfelter (center) was joined at the Building W-143 flagpole by command leadership and Sailors to celebrate the raising of the pennant for the first time. She thanked NAVSUP FLC Norfolk Commanding Officer Capt. Jack Moreau and the rest of the command’s leadership for their support.

NAVSUP FLC Norfolk Receives Award for Retention Excellence

BY TOM KREIDEL, OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP FLEET LOGISTICS CENTER NORFOLK

NAVSUP Fleet Logistics Center (FLC) Norfolk raised the golden anchor pennant Feb. 27 in honor of being named a winner of the 2016 Retention Excellence Award.

According to Command Career Counselor, Chief Navy Counselor Michele Clodfelter, the award grades commands on several factors, including reenlistment, retention, and attrition.

“This shows that hard work, diligence, and a caring leadership team pays off for our Sailors,” Clodfelter said.

She added this is the culmination of the work of several program coordinators including career development, sponsorship, new Sailor indoctrination, and educational services.

“It’s important that they are trained, so they can run successful programs for the command,” Clodfelter added.

In a note congratulating the NAVSUP FLCs which received the award, NAVSUP Commander and Chief of Supply Corps Rear Adm. Jonathan Yuen talked about how important retention is for the entire Navy.

“Your success represents commitment to the growth and development of your Sailors and serves as the foundation of fleet readiness,” he said.

Clodfelter added career development boards are a vital tool in the command’s retention efforts.

“It is a chance for Sailors to sit down with their chain of command and discuss goals, both personal and professional,” she explained.

She also had advice for Sailors who are coming up on their expiration of active obligated service.

“Weigh all options, both inside the Navy and out,” Clodfelter said. “Look at salary comparisons in the civilian sector and see how it fits with your lifestyle.”

She also advised Sailors to take advantage of transition classes the Navy offers, and said Sailors who choose to separate from active duty should consider the Navy Reserve.

According to Command Master Chief Charles Jones, this pennant-raising ceremony is the culmination of the hard work of several members of the command.

“This has been a great team effort and we’re very proud of everyone who worked hard to make this happen,” Jones said.

NAVSUP Energy Hosts Annual Fuels Officer Meeting

BY SUZANNA BRUGLER, DEPUTY DIRECTOR, OFFICE OF CORPORATE COMMUNICATIONS, NAVSUP GLOBAL LOGISTICS SUPPORT

NAVSUP Energy Office hosted its annual fuels officer working group meeting Dec. 6-9 at its headquarters in Fort Belvoir, Virginia.

Uniformed and civilian representatives from seven NAVSUP Fleet Logistics Centers' (FLC) regional fuel departments around the world, Military Sealift Command (MSC), and U.S. Pacific Fleet gathered for the event.

The meeting provided attendees the opportunity to receive updates from program offices, discuss current and future naval fuel operations and fleet fuels support, consider present-day challenges of fuel quality, and address supply chain management, facilities and infrastructure management, accounting, and other site-specific interests.

"The annual fuels officer working group allows key players in the fuels product and services line to get together to help solve critical issues that impact our mission," said Cmdr. Bruce Begley, operations officer, NAVSUP Energy.

Attendees represented 69 marine and aviation fuel terminals in 13 states and eight foreign countries, as well as more than 30 afloat units of the Combat Logistics Force and Maritime Prepositioning Force.

Several guest presenters spoke to the group, including Capt. Charles Parker and Capt. Cara Negretti of NAVSUP Global Logistics Support Reserve operations; Capt. Rod Tribble, Naval Facilities Engineering Command Headquarters; David "Stick" Douglas, Defense Logistics Agency (DLA) Energy sustainment, repair and modernization; and Jay Lutz, DLA installation support.

Major topics discussed during the four-day meeting included integration of Reserve fuels personnel into NAVSUP FLC missions; NAVSUP fuel barge overhaul program; and standardizing testing equipment and apparatuses in Navy fuel labs and improving lab infrastructure.

Additionally, Navy and DLA stakeholders met in break-out sessions to discuss specific military construction projects and task orders for fuel storage, distribution and laboratory facilities, as well as ways to improve communication and revise policy on accounting for fuel inventory on MSC vessels.

"The actions and decisions made in this meeting will help shape our product and services line for years to come," said Begley.

NAVSUP Energy is co-located with the Air Force and Army secure conferencing projects in the DLA McNamara Headquarters complex at Fort Belvoir. With a team of engineers, logistics specialists, chemists and experts in naval petroleum requirements, NAVSUP Energy represents the Navy's interests in developing requirements, policies, and procedures to support bulk fuel needs.

NAVSUP Energy supports Department of Defense and secretary of the Navy Energy goals through membership in Navy Task Force Energy and participates in the Navy's certification of fuels derived from alternative and renewable sources. NAVSUP Energy assists in procurement and logistics for alternative fuels initiatives with DLA Energy and the other military services. ♦



NAVSUP FLC San Diego Conducts First Fuel Delivery at New Fuel Pier

BY CANDICE VILLARREAL,
DIRECTOR, OFFICE OF
CORPORATE COMMUNICATIONS,
NAVSUP FLEET LOGISTICS
CENTER SAN DIEGO

NAVSUP Fleet Logistics Center (FLC) San Diego conducted the first fuel delivery utilizing its new Defense Fuel Support Point (DFSP) Point Loma fuel pier as it topped off Military Sealift Command fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187) Feb. 10 in San Diego.

The fueling marks the near-completion of Military Construction Project (MILCON) P-1306, an \$84 million renovation awarded in 2013 as part of a series of fuel facilities upgrades aimed at extending facility life expectancy, reducing operating costs, providing increased storage capability, and improving overall safety.

“Fuels play an integral role in our overall warfighter readiness,” said Commanding Officer Capt. Michelle Morse. “The old pier provided more than a century of service, and we are pleased that this new, more technologically advanced pier will keep our Navy and allied forces well equipped to perform their tasks and missions—whether for training or emergent contingencies—well beyond the next generation of warfighters.”

The NAVSUP FLC San Diego DFSP fuels team is charged with providing petroleum, oil, and lubricant logistics support to 86 homeported ships, submarines, and transient vessels. It is the cornerstone for providing tactical fuel support to Navy command units operating in the southern California

operations area, supporting the largest concentration of naval forces in the world.

With 17 fueling stations, the new pier is equipped to issue JP-5 jet fuel, diesel fuel (marine), and lubricating oils, while also having the capability to off-load contaminated petroleum products. Military Sealift Command-contracted fuel tanker MT Empire State (T-AOT 5193) was the first customer to offload such products at the pier Feb. 2.

“The new pier is a shining example of mission accomplishment through successful partnerships and team effort,” said Southwest Regional Fuels Officer Lt. Cmdr. Brian Madden. “Successfully fueling this ship at our new facility is a direct result of a dedicated Navy and contractor team that balanced safety, quality, and production while ensuring all fuel distribution requirements were met through every phase of construction.”

The new, double-decker fuel pier is the first of its kind; developed with evolving environmental and seismic standards in mind and boasting a 75-year minimum service life design.

“When you are in the business of providing 400 million gallons of fuels per year at a rate of 300,000 gallons per hour, it is absolutely critical to have the most advanced equipment and facilities available,” said Morse. “The Navy and its customers are going to benefit from even safer, more environmentally-conscious fueling evolutions moving forward.”

An official ribbon cutting ceremony will be held following the next phase of project completion milestones. Total completion of MILCON P-1306 is slated for early 2018. 🌟

Above: NAVSUP FLC San Diego conducted the first fuel delivery utilizing its new DFSP Point Loma fuel pier as it topped off Military Sealift Command fleet replenishment oiler USNS Henry J. Kaiser (T-AO 187) Feb. 10 in San Diego. Center, NAVSUP FLC San Diego’s ED Chachi Gorman and CO Capt. Michelle Morse with the NAVSUP FLC San Diego Fuel Depot crew. Left to right, Lt. Cmdr. Brian Madden, Paul Castro, Robert Gonzales, William Andrews, Shawn Michener, Lt. Josh Miller and Stephen Frey. —photo by Suzanna Brugler.

NAVSUP FLC Bahrain Naval Reserves Host Leadership Summit

BY JAVANI G. JONES, DIRECTOR
OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP FLEET LOGISTICS
CENTER BAHRAIN

The commanding officer of Navy Reserve Headquarters NAVSUP Fleet Logistics Center (FLC) Bahrain hosted a leadership summit that brought Reservists together with their supported active-duty counterparts Jan. 29 - Feb. 3.

The week-long summit, led by Capt. Danielle Pelczarski and her team, was designed to ensure synchronization of efforts and identification of roles in overall mission execution among the Reserve and active-duty Sailors assigned to NAVSUP FLC Bahrain.

“The leadership summit is a good way to bridge together communication with the active duty and the Reserves,” said Pelczarski.

During the summit, Reservists participated in multiple NAVSUP FLC Bahrain training events covering topics such as ethics, equal employment opportunity, and transgender awareness. In addition, they toured various locations where Reservists serve during their annual training.

Attendees were particularly intrigued with the hazardous materials unit and the contracting department.

“My favorite part was going to the site locations, so that we understand what our Reservists are doing for the different codes, and watching our new department heads and officers get connected with the active duty,” said Pelczarski.

As the week continued, Reservists learned the current policies that govern NAVSUP FLC Bahrain.

The leadership summit showed Reservists how their counterparts overseas handle daily activities to support the warfighter. This collaboration helps to bring knowledge and understanding of the mission from leadership directly to their junior Sailors at home.

Capt. Kerry Pearson, commanding officer of NAVSUP FLC Bahrain, concluded the summit by saying, “Our Reserve members are an integral part of NAVSUP FLC Bahrain team. They are highly valued force multipliers who provide year-round support to our routine and contingency operations. This year’s summit gave us the opportunity to synergize our efforts, address challenges, and plan future efforts.”

This is the second year that NAVSUP FLC Bahrain has been the selected site for the summit, which proved to be a week of camaraderie and fellowship among shipmates. 🌟

Below: Leadership summit participants tour the NAVSUP FLC Bahrain HAZMAT department.



Below: Naval Reservists get a first-hand look of the daily operations at NAVSUP FLC Bahrain.





NAVSUP WSS EAGLE mentor Lt. Sam Adjei supports the EAGLE seniors participating in the underwater robotics competition at Navy Career Day.

Philadelphia Students Inspired to “Dream Bigger” at NAVSUP Weapon Systems Support Career Day

BY SARAH GLINSKI
OFFICE OF CORPORATE
COMMUNICATIONS
NAVSUP WEAPON
SYSTEMS SUPPORT

“If your dreams don’t scare you, you are not dreaming big enough,” challenged Jimmy Smith, deputy assistant secretary of the Navy for expeditionary programs and logistics management (DASN E&LM), at the NAVSUP Weapon Systems Support (WSS)-sponsored Navy Career Day March 23 at the Independence Seaport Museum (ISM).

Navy Career Day, geared toward high school students from the Philadelphia area, was borne out of a partnership between NAVSUP WSS and ISM to develop and retain the next generation of science, technology, engineering and mathematics (STEM) professionals. The event featured an inspiring panel discussion with Navy military and civilian STEM leaders and student participants from the NAVSUP WSS and ISM STEM program, as well as interactive exhibitions and information booths from Navy commands, local colleges and universities.

“We need the world’s brightest scientists, most innovative designers, and most creative coders to help keep this country strong,” Rear Adm. Heinz, commander, NAVSUP WSS, told the attending students. “This is your chance to start or further the type of connections that can help you achieve your goals.

“To know that you’re interested in STEM and learning more about the U.S. Navy – both of which are so important to the protection and prosperity of our nation – is very encouraging for our future,” Heinz continued.

In addition to exploring the booths and displays set up around the museum, students participated in an underwater robotics competition; tested and played with For Inspiration and Recognition of Science and Technology® Tech Challenge robots; and learned about the Delaware River’s biology, ecology and chemistry through a scientific discovery workshop.

Lynn Kohl, vice commander, NAVSUP WSS, a career Navy STEM professional, encouraged students to push their boundaries, accept challenges and get out of their comfort zones as they pursue their goals in STEM. As a senior executive service member who began her career as an engineer, she emphasized opportunities for civilian naval careers as an alternative to military service.

"I loved being an engineer for the Navy, and as I grew in my career, they gave me the opportunity to work in all kinds of fields – not just engineering," Kohl said. "It expanded into logistics and into information technology. If you want to serve your country, but you don't want to be in the military, being a government civilian is an excellent choice."

Smith not only served as a panelist but also provided inspirational keynote remarks about his own life journey, naval career path and scholarship opportunities.

"I started with something small in STEM, and it blossomed into something I'm still doing today," Smith said, referencing his time as a young pilot and linking it with his experience as a submarine technician and DASN E&LM. "The opportunities following a STEM path are endless."

Navy Career Day participating agencies included: Naval Sea Systems Command; Space and Naval Warfare Systems Command; Navy Bureau of Medicine and Surgery; the U.S. Naval Academy; Navy Recruiting District – Philadelphia; the University of Pennsylvania; Drexel, Temple, and Rowan universities; the Community College of Philadelphia; the University of the Sciences in Philadelphia; and the Urban Youth Racing School.

On Nov. 3, 2014, NAVSUP WSS and ISM announced a new partnership to guide high school students toward STEM-related occupations through their Educating Acquisition, Global Logistics and Engineering (EAGLE) program. The new alliance came in response to the high demand for STEM graduates and the low numbers of

students pursuing or receiving STEM-related degrees in Pennsylvania and throughout the Nation. Navy Career Day functions as an inspiration and awareness campaign to further the partnership's goals. ✨

For more information about the EAGLE program, visit www.facebook.com/eaglestem



NAVSUP WSS Vice Commander Lynn Kohl and DASN E&LM Jimmy Smith thank Maurice Civers, Space and Naval Warfare Systems Center representative, for attending Navy Career Day to share information about his agency with the next generation STEM workforce. Pictured from left to right: Lt Cmdr. Diana Dalphonse, Educating Acquisition, Global Logistics and Engineering STEM program lead; Lynn Kohl; Karl Larson, NAVSUP Headquarters; Jimmy Smith; Maurice Civers.



DASN E&LM Jimmy Smith, alongside NAVSUP WSS Commander Rear Adm. Duke Heinz, congratulate the first place winner of the underwater robotics competition at Navy Career Day.

–photos by Maddie Klebe, NAVSUP WSS



NAVSUP WSS Commander, Vice Commander Visit Museum to Strengthen STEM Partnership

BY SARAH GLINSKI, OFFICE OF CORPORATE COMMUNICATIONS
NAVSUP WEAPON SYSTEMS SUPPORT

62 **N**AVSUP Weapon Systems Support (WSS) Commander Rear Adm. Duke Heinz and Vice Commander Lynn Kohl visited Philadelphia's Independence Seaport Museum (ISM) on February 8 to further strengthen the science, technology, engineering and mathematics (STEM) partnership between the two organizations.

NAVSUP WSS created the Educating Acquisition, Global Logistics and Education (EAGLE) STEM program three years ago as part of the U.S. Navy's commitment to increase, inspire and support STEM education and opportunities among America's youth – the talent pool from which the next generation of Navy Sailors and civilians will come.

Heinz and Kohl toured EAGLE classrooms and workshops and spoke with sophomore-level program participants to learn first-hand how the program impacts and inspires Philadelphia youths.

"When I was at NAVSUP WSS as director of aviation operations back between 2010 and 2013, we were just starting up our STEM program," said Heinz. "To come back here several years later as commander and see what the program looks like now is an exciting, amazing experience."

Over the course of the visit, ISM teachers showed NAVSUP WSS senior leadership the facilities where EAGLE students complete their first two years in-program, including the SeaPerch tank, where EAGLE freshmen test and compete with their underwater, remotely-

operated vehicles, and the boat building workshop, where EAGLE sophomores build full-size harbormaster skiffs.

“STEM could certainly use more interest from the young folks in our country today, and we in the Navy know it’s important to give you opportunities to learn more about it,” Heinz said while addressing the students. “I encourage you to continue your education, and we’re committed to helping you do that through EAGLE.”

While Heinz fielded questions about his naval career and what EAGLE juniors and seniors are currently working on at NAVSUP WSS facilities, Kohl explained the many STEM-related civilian career fields and opportunities with the Navy. Nearly all of the sophomores expressed their excitement on coming to NAVSUP WSS next year to further their STEM education through EAGLE as they design and build their own For Inspiration and Recognition of Science and Technology® Tech Challenge robots from scratch.

Before the sophomores start building robots, they plan to attend the next Navy STEM event hosted by NAVSUP WSS and ISM in March 2017 at Navy Career Day, where they and other Philadelphia high school students can connect with Navy STEM employers and local colleges and universities. 🌟

For more information about the EAGLE program, visit www.facebook.com/eaglestem

FAR LEFT: NAVSUP WSS EAGLE STEM Program sophomores take measurements to cut and sand wood to add a plank to their harbormaster skiff during their EAGLE class at Philadelphia’s ISM. The boat will be fully sailable at the end of the academic year.

BELOW: Commander, NAVSUP WSS Rear Adm Duke Heinz observes NAVSUP WSS EAGLE STEM Program sophomores working on their harbor master skiff during his visit to Philadelphia’s ISM.

—photos by Maddie Klebe, NAVSUP WSS.



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**U.S. NAVY SUPPLY CORPS:
LEADERSHIP PERSPECTIVES -
FUTURE OF THE CORPS**

Capt. Pamela Theorgood is the second in a series of videos about Leadership in the Supply Corps.

The video may be viewed at:

[https://www.youtube.com/
watch?v=2BIbRfmuMPc](https://www.youtube.com/watch?v=2BIbRfmuMPc)

**Watch for more videos
throughout the coming months!**

