

# The Seafarer

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## Navy To Use New System

Columbus, Ohio – A U.S. Navy supplier is prototyping the new Defense Distribution Center's (DDC) Distribution Planning and Management System.

The test took place in September 2002 after it was created and developed by the Defense Logistics Agency's Systems Integration Office in New Cumberland. The new system provides real-time information on the location, movement and status of equipment and supplies giving customers visibility, control and management of assets while they are being processed, stored and in transit.

Alan Hoffman, a DDC Traffic Management Specialist, Steve Heaps, A New Cumberland system programmer, and Joseph Locke, a contracting officer in the Defense Supply Center, Columbus Maritime Weapons Systems Group, participated in the recent "going live" DPMS "rollout" at Alfa Laval Groups' North American Distribution Center in Indianapolis, Indiana. Ten routine Navy shipments were picked, packed and shipped using DPMS. Alfa Laval was able to receive "in the clear" addresses and print military shipping labels without errors. Previously, it took considerable administrative time and effort to fax the DLA transportation office or call the Navy Transportation Command for current ship locations and addresses. DLA will be able to more quickly respond to an emergency.

## NAVSUP Announces Major Structural Changes Across Entire Supply System

For the past several months, NAVSUP has been intensely examining transformational ideas that will enable us to reduce our costs at least an additional 10 percent below the current program of record, while sustaining our ability to accomplish our mission.

This effort was fostered in response to the CNO's Seapower-21 vision (specifically that segment related to sea enterprise) as well as in response to our Navy's need for additional recapitalization funds. Throughout this period of examination, a series of enterprise-wide teams have conducted structural, functional, and customer alignment reviews that led to specific recommendations linked to cost saving opportunities.

Over the past month, those recommendations have been discussed with segments of our customer base and senior Navy leadership, as well as reviewed on a local level by our field activities. Last November, a final review was conducted and decisions made to proceed.

**Structural alignment:** Our review identified several opportunities to downsize through consolidation and elimination of redundancies.

**A.** Headquarters activities that layer capabilities already being performed in the field are being downsized or eliminated and responsibility passed to the lowest level in the chain capable of performing that function.



Rear Admiral Justin McCarthy, SC, USN  
COMNAVSUPSYSCOM

**B.** FISC San Diego will be designated the lead FISC and assigned responsibility to drive common policies and practices across all FISCs, as well as broker workload as appropriate to maximize productivity and efficiency in our waterfront support operations. In recognition of the expanded responsibilities of this position, authority is being requested to establish a Supply Corps flag billet at FISC San Diego, to be offset by the disestablishment of the NAVSUP Vice Commander headquarters billet.

**C.** The Fitting Out Supply and Support Assistance Center (FOSSAC) will be disestablished and its functions transferred

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## Long Term POV Storage Now Available

Hundreds of military service members have begun taking advantage of the Military Traffic Management Command's new long-term privately owned vehicle storage program.

Available since May 1, 2002, the program offers a no-cost standardized storage option for service members who qualify. "The program is designed for a service member who is assigned to a remote tour or in an area where taking a vehicle is not an option," said Dennis Barborak, MTMC program manager. "One vehicle may be stored at no cost for the duration of the tour."

To date, American Auto Logistics, Inc., of Monroe, N.Y., has stored 790 service members' vehicles, said Steve Douthit, operations manager. "We have made it as seamless as possible for the service member," said Douthit.

Formerly, there was no standard MTMC storage system for privately owned vehicles. Service members used a variety of storage programs and policies, which varied by military installation.

Under the new program, vehicles may be turned in for storage at any of 39 processing centers operated by American Auto Logistics. Vehicles may be left at other sites outside of the Global Privately Owned Vehicle Contract including Yokohama, Japan; Keflavik, Iceland; Guantanamo Bay, Cuba and American embassies and consulates. The locations and phone numbers for the centers are in the MTMC Web site at [www.mtmc.army.mil](http://www.mtmc.army.mil). When a tour is completed, a service member may arrange a vehicle return through any of these sites.

"There is a service maintenance track to these vehicles," said Douthit. "The vehicles are covered and stored inside. Engines are started once a month. For each vehicle, we follow the manufacturer's recommendations for long-term storage."

There are several practical pointers for storing a vehicle, he said. "The vehicle should have had a fresh oil change, be clean and mechanically safe," said Douthit.

The 39 centers that take long-term storage vehicles include one in Baltimore, Md., run by subcontractor Pasha Group. Owners may maintain

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to other existing NAVSUP field activities.

**D.** The Naval Petroleum Office (NAVPET) the Naval Transportation Support Center (NAVTRANS) and the Naval Ammunition Logistics Center (NALC) will be consolidated into a single command tentatively named the Naval Operational Logistics Support Center (NOLSC). The headquarters of this new command is intended to be located in Norfolk to align the command with both the Fleet Forces Command and the Joint Forces Command with which it will maintain close relations.

The three functional sub-components of NOLSC (petroleum management, transportation management and ammunition management) will continue to function in their current locations as divisions of this new command. Establishment of NOLSC will enable the centralization of overhead functions previously resident in three commands as well as provide a central point of contact for operational logistics support issues impacting NAVSUP activities.

**Customer alignment:** Our review revealed that although we were closely aligned with some of our primary customer categories, with others the alignment was very weak. We have therefore developed a matrix structure that will clearly place responsibility for enterprise-wide customer support coordination in one senior manager.

That individual will become the responsible and accountable agent to coordinate NAVSUP support to their assigned customer category. The following customers alignment assignments are being executed.

**A.** CO NAVICP will function as Assistant Chief of Staff for Acquisition Support, Industrial Support, and International

complete visibility of their vehicles via the firm's Web site [www.whereismypov.com](http://www.whereismypov.com) <<http://www.whereismypov.com>>.

"We see a number of vehicle bound for storage," said Terri Mroz, center manager. Mroz identified a number of military assignments that preclude taking a privately owned vehicle. Restrictions include:

**Korea.** Assignments to Korea without family and under 12 months do not allow shipment of a vehicle. **Japan.** Vehicles made from 1976 to the present may not be

Logistics Support. As such, he will be the principal point of contact for support to PEOs and weapon system program managers for acquisition support, the hardware SYSCOMs and organic industrial activities for industrial support, and our foreign military sales customers for international logistics support.

**B.** Commander NEXCOM will function as Assistant Chief of Staff for Navy Family Support. As such, he will coordinate support in the quality of life areas of Navy Exchange and Navy Lodge operations, uniforms, mail, food service, ships stores, disbursing, and household goods.

**C.** The lead FISC Commander will function as Assistant Chief of Staff for Regional Commander Support. As such, he will be the NAVSUP primary interface with regional commanders and the OPNAV N46 staff.

**D.** The NOLSC Commander will function as Assistant Chief of Staff for Operational Commander Support. As such he will be NAVSUP's primary POC for deployed operations support, operational planning and joint operations interface.

**E.** The Commander NAVSUP will function as Assistant Chief of Staff for Operating Forces Support. As such, he will be the primary interface in coordinating support for the outfitting, training, and equipping of operating forces while in the IDTC cycle.

**Functional alignment:** Our review revealed a number of opportunities for consolidation and/or streamlining. These opportunities are focused in four primary areas:

**A. Inventory management:** We will accelerate wholesale cog migration, introduce provisioning and technical efficiencies, selectively consolidate some of our weapons teams, accelerate our shift to a national inventory management

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taken to Japan. **Egypt.** Any vehicle older than four years may not be taken to Egypt.

On average, MTMC is responsible for the movement of 75,000 personally owned vehicles every year. Since, 1998, the movement of the vehicles has been the responsibility of American Auto Logistics.

For additional information, contact your nearest installation transportation office, or American Auto Logistics at (845) 783-6279.

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strategy, and explore the accelerated expansion of the advanced planning system developed as part of our ERP pilot.

**B. Contracting:** We will shift to a more efficient coordinated and focused contracting office network by placing the lead FISC in charge of brokering workload between our field contracting offices, while allowing the field offices to focus on production work. This networked arrangement will reduce the number of individual contracts we have to write as well as better leverage the buying power of our enterprise-wide contracting workload. We also expect to see reduced layers of overhead, more standardized operating procedures and policies across all contracting offices, improved utilization of e-business capabilities as well as optimal use of the specialized contracting expertise resident in many of our sites.

**C. Informational technology:** We will shift from the dispersed format under which we operate today, to a centralized process under the control of the Navy Supply Information Systems Activity (NAVSISA), paralleling the kind of IT structures prevalent in private industry. Under this new structure we will eliminate redundant processes, more efficiently manage our hardware assets, centralize control over software development (including what today are largely dispersed Web development activities), and leverage the Navy Integrated Call Center as our centralized help desk.

**D. Financial management:** We will consolidate the majority of our field financial management capability at the ACOS level, eliminating the need for full service financial capabilities at each site. Under

this new structure, we will leave a residual capability at the local level to continue the essential functions that must be performed locally and to close our prior year financial records. We expect these actions to significantly reduce layering as well as position financial control in the hands of those responsible for the delivery of our products to our customers.

NAVSUP is now implementing the above Transformation initiatives. In some cases actions will be taken immediately, such as the standup of the ACOS structures in commands that currently exist. In the case of actions requiring the establishment / disestablishment of commands, approval authority is being sought to allow implementation of these changes effective October 1, 2003. In the interim, we will be developing the plans and obtaining approval to proceed with offering voluntary retirements and separation incentives to our people to begin the downsizing process. It is expected that the actions outlined above together with the associated downsizing will be accomplished during FY2003 and 2004.

The actions outlined above represent a substantive first step in our transformation efforts. As we proceed with implementation, we will continue to seek additional transformational opportunities, both internally within NAVSUP and externally in partnership with our customers and suppliers.

Our objectives throughout remain straightforward: maintain our ability to accomplish our mission in supporting our customers, aggressively seek opportunities to improve our processes and gain efficiencies which lead to reduced costs while continuing to work closely with our people to successfully navigate our way

through the transition process. We are committed to all three of these objectives.

## Naval Reserve Sailors get new, secure Web sites

The Naval Reserve Force has launched a new Web policy for its Reservists. Hundreds of existing Web sites will be replaced with public and private Naval Reserve Web pages.

Private sites will host unclassified information such as staff phone numbers, e-mail, organization charts, drill schedules and other information not allowed on public Web pages due to operational security concerns.

Commander, Naval Reserve Forces Command will oversee policy information such as drill pay and training initiatives. Every Web page throughout the Force will have the same content, which will ensure standard information.

Public Web sites will be designed to inform the public about the Naval Reserve and its structure. COMNAVRESFOR-COM will absorb costs of developing and maintaining these Web sites.

Each Readiness Command and its subordinate commands will begin crossing over Web sites early in 2003. Point of contact for private sites is ITCS(SW) Tony Milligan at (504) 678-1199; for public sites, LT John Filostrat at (504) 678-1240.

## New Regional CATV Services Rates Announced

FISC Norfolk and Commander Navy Region Mid-Atlantic have recently negotiated a new regional CATV services contract to replace the old one. The contract provides stabilized rates within the region and provides cost reductions to bases, stations, and tenants. In order to obtain these regional economies of scale, provisions within the contract require new monthly rates that became effective January 1, 2003. The new contract number is N00189-03-D-A001, delivery order numbers will be assigned as funding documents are received. The new rates under this contract are as follows:

**\$35.22** per outlet per month - working spaces, i.e., office spaces, administrative spaces, fleet and family support centers, chapels

**\$13.56** per outlet per mo - living spaces, bachelor quarters, fire stations, barracks duty officer rooms, bachelor quarters, common areas, morale welfare & recreation facilities, bowling alleys, golf centers, and clubs

**\$12.35** per outlet per mo - piers/dry-docks

**\$13.56** per outlet per mo - Naval Hospital

**\$12.10** per outlet per mo - Navy Lodges, MWR recreational facilities (camp sites)

The base year period of performance will be January 1, 2003 through September 30, 2003.

# Transformation: How it impacts FISC Norfolk



By Capt. L. V. Heckelman  
Commanding Officer

As you are all aware, we have been engaged in a claimancy-wide transformation initiative for about the past ninety days now. We have been providing information as it becomes available through a variety of means and will continue to do so. I hope you all have seen the first Special Issue of the *Supply Chest* on Transformation and my two letters from the commanding officer. There is also information available on our Intranet site, Inside FISC. I would like to address the transformation effort as it relates a little more specifically to FISC Norfolk.

As you recall, NAVSUP is looking at ways to better structure and align the organization to most effectively and efficiently deliver combat capability to the Navy through logistics. This transformation initiative will also contribute to the Navy's efforts to reduce operating costs by \$10 billion annually in order to help modernize our ships and aircraft. In order to do this Rear Admiral McCarthy took a three-pronged approach, looking at the NAVSUP enterprise transformation in terms of structural alignment, customer alignment and functional alignment.

There were team leaders and teams assigned for each, who were then given about 45 days to flush out some initial thinking and brainstorming to develop those resulting ideas into recommendations. At the October 28 NAVSUP Corporate Board Meeting, these team leaders briefed the results of their Transformation Team efforts. Over the last several weeks, field activities were given the opportunity to reclamation and clarify these recommendations. After that opportunity and with some revisions based on the reclamation, RADM McCarthy accepted the recommended transformation initiatives. I'll describe the impact of these decisions on us here at FISC.

From a **STRUCTURAL** standpoint, the Lead FISC concept proposal has been approved by NAVSUP and FISC San Diego has been designated as the Lead FISC. A one star admiral will be the dual-hatted Commanding Officer of the Lead FISC and FISC San Diego. Among many things, the Lead FISC will be the advocate for all FISCs to the Navy, will implement best business practices across all the FISCs, will seek to optimize the Industrial Support Chain, will standardize LSC/MPC operations, and will monitor performance. The Lead FISC CO will also be the Assistant Chief of Staff for Regional Commander support. In that role he or she will standardize regional support efficiencies, become the OPNAV 46 advocate, and be the Regional Commander touch point. FISC policy components formerly in NAVSUP 04 and 02 will be realigned from headquarters to the Lead FISC to facilitate the standardization and process efficiencies. As a field FISC, we will become a customer-focused storefront.

The second way in which we looked at transformation was by **Customer Group or Customer Alignment**. Our review revealed that

although we were closely aligned with some of our primary customer categories, with others the alignment was very weak. A matrix structure has been developed that will clearly place responsibility for enterprise-wide customer support coordination in one senior manager... in an Assistant Chief of Staff role. That individual will become the responsible and accountable agent to coordinate NAVSUP support to their assigned customer category. CO NAVICP will function as the ACOS for Acquisition Support, Industrial Support and International Logistics Support. Commander NEXCOM will function as the ACOS for Navy Family Support. The lead FISC Commander will function as the ACOS for Regional Commander Support. The Naval Operational Logistics Support Center will function as the ACOS for Operational Commander Support and Commander, NAVSUP will function as the ACOS for Operating Forces Support.

Finally, we looked at our entire enterprise in terms of **FUNCTION**, and here we specifically looked at the areas of Information Technology, Inventory Management, Financial Management and Contracting. I'll address each of these areas separately.

## **First, Information Technology**

In this area there was a small efficiency reduction as it applies to strict IT type support. However under this initiative, there will be a centralization of Information Management/Information Technology at the Navy Supply Information Systems Activity, or NAVSISA, formerly FMSO. This means all systems design, development, implementation, integration, production support, and data base administration will be accomplished through a consolidated organization at

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NAVSISA. NAVSISA will have a detachment at each of the claimancy commands. Included in the consolidation were all computer systems analysts and functional analysts that support application processing. All IT project management will reside at NAVSISA. This will involve a transfer of resources from FISC Norfolk to NAVSISA, but not relocation. There are many more details to be worked out in this area and when there is more definitive information available, I will share it with you.

### Second, Inventory Management

This team reviewed inventory management throughout the claimancy. From a FISC perspective, the team recommended removal of all Inventory Management/Inventory Accuracy positions from the Retail Supply A-76 Study with a subsequent 40 percent reduction, 30 percent for the A-76 and a 10 percent efficiency reduction. Implementation of this recommendation will be enabled by the acceleration of wholesale COG migration to the ICP, introduction of provisioning and technical efficiencies, and acceleration of our shift to the national inventory management strategy, Single National Inventory.

### Third, Contracting

All FISC field contracting offices will come under the oversight of an Acquisition Executive located at the Lead FISC. This Acquisition Executive will broker workload and promote standardized operating procedures and policies across all offices. We will also be asked to review our customers and processes for internal efficiencies translating to better buying power at the enterprise level. Under this concept, field offices will be able to concentrate on production, overhead will be reduced, and e-business capabilities will be improved. Currently the FISC Norfolk Acquisition Group is looking hard at how to restructure to accommodate these contracting efficiency reduc-

tions.

### Finally, Financial Management

Under the Lead FISC concept, the Lead FISC will have the formal Comptroller function for all the FISCs. There will be residual capability at each activity to continue essential functions and close out prior year records. Generally speaking, under Transformation, financial capability will reside at the ACOS level. This will significantly reduce layering as well as position financial control in the hands of those who will be responsible for the delivery of our products to our customers, in our case, this is the Lead FISC CO/ACOS for Regional Commander Support.

This is a recap of the Transformation impact at FISC Norfolk. We are looking at an overall efficiency reduction of 10 percent across these functional areas. Clearly the largest impact is in our contracting and comptroller functional areas. With this in mind the first step is to offer the impacted commands a SIP/VERA (Separation Incentive Payment - - max of \$25,000 less taxes / Voluntary Early Retirement Authority - - 25 years service required... less 2 percent for every year under age 55) opportunity. NAVSUP has requested VERA authority from DOD.

The window opened December 16 and will close February 24, 2003. The VERA will be offered to all GS/GM employees, all series and all grades. We have received no authority to offer SIP/VERA to Wage Grade employees. Employees may choose to leave our rolls anytime between 17 December 2002 and 3 July 2003. I encourage all of you to take this offer seriously. At this time we are not authorized to open any other SIP/VERA associated with Transformation. I intend to approve as many requests as I possibly can. We will look at each one carefully. The unions have been notified and will continue to stay engaged as we move through this process. The results of this offering will determine the next steps in our transformation effort here at

FISC Norfolk, and when the impact is known, we'll get that word out to everyone.

Communication is always important, but even more so as we begin to implement this significant transformation, so please take advantage of the various methods we have to communicate to each other. I want this to be a dialogue. If you have any questions, please use all the methods available to raise your questions to your supervisors, department directors, the ED, me or use the "ASK THE FRONT OFFICE" email box set up for this purpose on the FISC Norfolk intranet, INSIDEFISC.

### **Transformation Timeline**

- **Jan 27** - Transfer of Function and Transfer of work data due to NAVSUP
- **Feb 4-7** - Corporate Board meets
- **Feb 24** - VSIP/VERA sign-up closes
- **Feb 26-28** - Civilian Board of Directors meet with NAVSUP ED/09
- **March 10** - Analysis of VISIP/VERA numbers to be completed

## **Next Base-Closing Round Will Aim to Create Joint Facilities**

The Pentagon reports that the 2005 round of military base closures is to create a new generation of multimission, multiservice bases, according to Raymond DuBois, deputy undersecretary of defense for installations and environment. DuBois told reporters that the next round of the Base Realignment and Closure (BRAC) process will be part of the defense transformation effort, not simply a cost-cutting exercise, and will be approached from a war fighting, mission-oriented point of view. DuBois said the new round of closures will attempt to create bases that can be used by more than one service for a variety of missions. He cited the Army's depot in Corpus Christi, Texas, where both Navy aircraft and Army helicopters are repaired, as an example of the kind of arrangement that the Pentagon will seek to replicate in the 2005 BRAC process.

# CNO Charts Navy's Course for 2003

Chief Journalist Walter T. Ham IV

Chief of Naval Operations Admiral Vern Clark praises Sailors in the new CNO Guidance for the Navy's tremendous successes in 2002 and announces a broad range of initiatives to ensure the Navy stays ready to fight and win in the 21st century.

In CNO Guidance 2003, which is available at [www.navy.mil/cno](http://www.navy.mil/cno), the CNO says the Navy will focus on winning the war on terrorism, protecting the nation and our forces, and achieving the Navy's Sea Power 21 vision.

"It will require hard choices and determined leadership at all levels," said Clark. "We must challenge every assumption and search for new and better ways to accomplish our tasks. We must refine requirements, conduct innovative operations, and optimally allocate resources to achieve efficiencies and re-capitalize the fleet."

The CNO says the Navy achieved tremendous success in 2002, both in the war on terrorism and in the Navy's Top Five Priorities (manpower, current readiness, future readiness, quality of service and alignment).

"Our men and women operating in the air, on and under the sea, and on the ground are at the leading edge of the global war on terrorism," said Clark. "Forward deployed, combat ready naval forces - sustained by naval and civilian shipmates around the world - are proving every day the unique value of sovereign, independent forces projecting power from the sea."

The Navy is currently the most ready it has ever been during its history, Clark adds. Since Sept. 11, 2001, eight carrier battle groups, six amphibious ready groups, and nearly 100,000 Sailors and Marines have been deployed as the CNO charts the Navy's course for 2003 around the world in support of the global war on terrorism. The CNO says he is pleased with the progress the Navy has made in manpower and current readiness since the CNO Guidance for 2002 was published.

"In last year's Guidance, I challenged each of you to make our great Navy even

better by enhancing mission accomplishment, deepening the growth and development of our people, and developing innovative operational concepts and capabilities ... and you delivered," said Clark. "We are enjoying now the best manning I have witnessed in my career... our investment in personnel readiness was merely the foundation. Your efforts were the reason for our operational success. You encouraged our people to excel and focused them on mission accomplishment." "We have the most ready force in our history.

Over the past year, our investment in training, spare parts, ordnance, and fuel accounts enabled our fleet to be ready earlier, deploy at a higher state of readiness, and build a more responsive surge capability. These investments were vital to sustaining the war on terrorism and assuring friends and allies with our global response."

Clark adds that our on-going success in manpower and current readiness allows the Navy to focus on implementing Sea Power 21. This vision provides the framework for accelerating operational concepts and technologies to improve war fighting effectiveness and enhance homeland security; shaping and educating our force to operate tomorrow's fleet; sustaining readiness; and harvesting efficiencies to invest in the Navy of the future.

"The significant progress made over the past two years in manpower and current readiness makes it possible to place more emphasis on future readiness to transform our Navy for the challenges ahead. It will take the combined energy and teamwork of our entire Navy and Marine Corps team to achieve our vision, capture efficiencies, and strengthen how we organize, train, equip and integrate to fight."

The Sea Enterprise process, a key element of Sea Power 21, will enable the Navy to harvest efficiencies and reinvest savings to re-capitalize and deliver increased combat capability. The CNO adds that the Navy will continue to invest in its "number one resource" - Sailors.



"Growth and development is our byline, and I expect every leader to be deeply involved in developing their shipmates. Active leadership is making it happen today and will do so in 2003," said Clark. "We will reward leaders who understand the challenges and through innovative and creative leadership, develop their people and accomplish the mission efficiently and effectively."

Clark also challenges every leader to enhance war fighting effectiveness at every level. "Last year, I told you I wanted every leader to be evaluated on two things, their commitment to the growth and development of their people, and above all, to mission accomplishment. This year, I want to elaborate on that reimbursement program."

"Our Navy is the finest it has ever been and getting better every day. I am counting on you to continue our superb record of accomplishment and shape the Navy of tomorrow. Working together, we will achieve the vision."

To read CNO Guidance 2003, Sea Power 21, or more information about the CNO, go to [www.navy.mil/cno](http://www.navy.mil/cno).

# “How To” for Medical Supplies

Medical Logistics can be a confusing to many in the Medical/Dental and Supply communities on the waterfront. One repeated question is “how do we use Medical Prime Vendor.” Actually, Medical Prime Vendor is made up of two contracts. One contract for pharmaceutical supplies and one for medical/surgical materials. The contracts are driven by the items currently on the AMMAL/ADAL and are ordered via MILSTRIP. If the required item is on the AMMAL/ADAL it should be processed through DSCP. It can be confusing because all items are considered “open purchase” by DSCP and are coded “JDC”- “9L”. A list of the items that are on each contract is posted on the Naval Medical Logistics Command website at [www.nmlc.med.navy.mil](http://www.nmlc.med.navy.mil). Another frequently asked question is about emergency medical supplies. Emergency medical supplies are directed to the Medical Emergency Services Ordering Center (ESOC) at Defense Service Center Philadelphia (DSCP). Lauren Lohr is the Medical ESOC Program Manager for the Fleet and can be reached at COM:215-737-5017, DSN:444-5017 or you can reach her team at COM: 215-737-2112 or DSN: 444-2112. They will take your order by phone, e-mail, salts, fax or internet- [www.dmmonline.com](http://www.dmmonline.com). No password is required, select “Order Products,” then emergency requisition and fill out the DD 1348. Their customer service is outstanding and the results are impressive.

Each Navy ship carries large quantities of costly Chemical-Biological Reagents or CBR medications. Shelf life management is different for these items as compared to all other medical items. After extensive testing, the Department of Defense and the Food and Drug Administration have partnered to extend the expiration date on many items. The DoD and FDA Shelf Life Extension Program (SLEP) items can be found on website [www.jrcab.army.mil](http://www.jrcab.army.mil). Just click on the bottom right hand button. This website will allow you to check the extension status of each of the CBR medications and Navy points-of-contact to enter a item into the program. Document Automation & Production Service (DAPS), <http://forms.daps.mil/> is your ticket to find all those forms the doctor orders. They are not in SAMS or FEDLOG. On the DAPS website you will receive all ordering information or you can purchase online.

The last thing I want to address is Medical Department supplies during deployment. Why ship an item 8,000 miles when it is only 800 miles away. The Defense Logistics Agency (DLA) activity located in Pirmasens, Germany is a true medical depot. It is mentioned in the Sixth Fleet message as you enter the Mediterranean. They can provide for your medical supply needs with outstanding customer service. I suggest registering with them while stateside via the web at <https://www.pirmasens.amedd.army.mil/> and review the website. Orders can be placed via SALTS, online, or PCAM. PCAM is a wonderful tool for both medical and supply. It provides you with multiple ways of accessing and ordering from the depot. Please feel free to contact me on any of your Navy medical or dental supply needs. I’m also available to come aboard and explain any of the systems mentioned in this article.



*HMI Steven Durr, Fleet Medical Liaison 757-443-1201, DSN: 646-1201*

## NAVSUP Assistant Chiefs of Staff Designated

Seven Assistant Chief of Staff positions have been established as part of the NAVSUP Transformation initiative. They are:

- Operating Forces Support - RADM Justin D. McCarthy - NAVSUP Headquarters
- Acquisition Community Support - RDML Mark Harnitckek - Naval Inventory Control Point
- Industrial Support - RDML Mark Harnitckek - Naval Inventory Control Point
- Regional Commander Support - RADM James Allan - Lead FISC (Acting)
- Operational Commander Support - RADM James Allan - Naval Operational Logistics Support Center (acting)
- Navy Family Support - RDML William McGuire, Navy Exchange Command
- International Logistics Support - RDML Mark Harnitckek, Naval Inventory Control Point

## NAVSUP Transformation Initiative Linked to “Sea Power 21”

“Sea Power 21” has three principle enablers - Sea Warrior focused on the way Sailors are trained; Sea Trial focused on war fighting innovation; and Sea Enterprise focused on improved business processes leading to cost reductions throughout the Navy. The NAVSUP transformation initiative supports Sea Enterprise in that it represents our effort to better structure and align our organization to most effectively and efficiently deliver logistics support and to realize cost savings that will support the Navy’s Sea Power 21 investment requirements.



## Purchase Card Training Now Available Through Distance Learning

The Department of the Navy (DON) Ebusiness Operations Office, program manager for the Navy's purchase cards, is offering comprehensive Video Teletraining (VTT) through the Navy Supply Corps School for the following card participants:

- Cardholders
- Commanding Officers/Heads of Activities
- Supervisors
- Agency Program Coordinators (APCs)
- Approving Officials (AOs)

Training is available for both the purchase card (used for supplies and services) and for the travel card (used for official travel). The courses are via distance learning at all VTT classrooms and are FREE of charge.

Training for both card programs will be conducted commencing February 24 through September 2003. Purchase card courses are conducted on Tuesdays, Wednesdays, and Thursdays. Travel card courses are conducted on Mondays and Fridays. All classes are approximately 2 hours in duration and cover a variety of topics including both Citidirect and WINSALTS statement certification methods.

To reserve quotas for VTT courses: **(a)** go to [www.nscs.cnet.navy.mil](http://www.nscs.cnet.navy.mil); **(b)** select training; **(c)** select either government travel card or purchase card training; **(d)** select class descriptions to see available dates and a description of the course; **(e)** select VTT registration, which will take you to [www.nlnvtt.fctclant.navy.mil/usn\\_vtt.htm](http://www.nlnvtt.fctclant.navy.mil/usn_vtt.htm) where you must click on the VTT facility near you to reserve quotas or to research site-specific questions.

For off network procedures or for sites with Video Teleconferencing (VTC) capabilities, equipment must be certified prior to class participation. The following instructions apply: **(a)** go to [www.nscs.cnet.navy.mil](http://www.nscs.cnet.navy.mil); **(b)** select training; **(c)** select either government travel or purchase card training; **(d)** select class descriptions to see available dates; **(e)** select VTT info; **(f)** select link for off network procedures or sites with VTC capabilities for complete instructions to certify your VTC equipment.

In addition, VTT documentation including course schedules, quotas, class descriptions, and VTT locations are included in a word document which may be viewed at the DON ebusiness website: **(a)** go to [www.don-ebusiness.navsup.navy.mil](http://www.don-ebusiness.navsup.navy.mil); **(b)** click on card management; **(c)** click on financial cards; **(d)** click on travel card or purchase card; **(e)** click on what's new;

Your DoN Ebusiness Office point of contact is Sandra Willey, (717) 605-9367, DSN 430-9367, email [donebustraining@navsup.navy.mil](mailto:donebustraining@navsup.navy.mil)

## Marketing Yourself for a Second Career Class coming February 14

A transition briefing on marketing yourself for a second career will be presented by Col. Jerry Crews, USA (Ret) on Friday, February 14, 2003, from 9:00-11:30 a.m. at the Fleet and Family Support Transition Assistance Center, Bldg U-93, just inside Gate 3 on Naval Station Norfolk.

Mr. Crews works in the Officers' Placement Service (TOPS), for the Military Officers Association of America (MOAA), formerly the Retired Officers Association (TROA). Mr. Crews travels worldwide addressing military personnel nearing retirement or opting to leave military service.

This free presentation is designed to complement and supplement other career transition programs including the Transition Assistance Program (TAP). It is open to all, but is of greatest interest to officers and senior enlisted members who have made the decision to transition or who are within 1-3 years from that decision. Spouses are encouraged to attend. Dress for this event is military uniform or appropriate civilian attire. Topics include: the realities of the civilian job market, rejection shock, resume writing, networking, job interview strategy, salary negotiation, and more.

Attendees will receive a free copy of the publication, "Marketing Yourself for a Second Career." Mr. Crews does not guarantee instant job search success. He does promise that attendees will be ready to move in the right direction toward that second career.

Reservations are not required. For additional information, visit their website at [www.ffscnorva.navy.mil](http://www.ffscnorva.navy.mil) for information.

## Tips for success using your GTCC

Here are ways to avoid problems while using your Government Travel Charge Card (GTCC):

- Use your GTCC only to pay for authorized travel expenses (primarily hotel, car rental and meals).
- Submit your travel claim within 5 days of concluding official travel.
- Elect the split-disbursement option on your travel claim, which sends a payment directly to the bank
- Check on the status of your travel claim (go to Web site myPay at [www.dfas.mil/mypay](http://www.dfas.mil/mypay)) or contact the Personnel Support Detachment (PSD).
- Pay your GTCC bill in full upon receipt of monthly statement.
- Ensure Bank of America (BoA) has your correct billing address. If you don't receive a statement soon after the billing cycle ends (the 17th of each month), call BoA toll-free at 1-800-472-1424 and request a copy of your statement.

# **NEXCOM NEWS**

## **NEXCOM Implements Enhanced Civil Recovery Program**

The Navy Exchange Service Command (NEXCOM) has implemented an enhanced Civil Recovery Program to aggressively pursue administration costs for the detection and prevention of shoplifting. Civil Recovery allows a retailer to collect the costs associated with theft detection and apprehension from the person committing the offense.

“Recent legislation now allows federal retail stores to administer civil recovery worldwide,” said Ron Passarge, a loss prevention specialist. “These changes grant NEXCOM the authority to pursue all cases of shoplifting, including active duty personnel and Navy Exchange associates committing internal theft for the costs associated with their apprehension. This is above and beyond normal criminal prosecution.”

Military sponsors will be held responsible for their family members. A parent, guardian or other person having legal custody of a minor who commits a theft will be liable for damages and costs. The Navy Exchange Command will also pursue those associates stealing from the Navy Exchange during their employment. Previously, NEXCOM was only permitted to attempt civil recovery on civilians within the continental United States.

NEXCOM’s Loss Prevention Department will transfer all applicable theft cases to its outside service, Civil Demand Associates, and cases will be acted upon within 48 hours. The short time frame allows for increased collections and eases the burden on store personnel. If collection is not completed within 30 days, NEXCOM can further pursue collection through Command intervention, salary deduction and tax offset. In addition, the military member or sponsor’s check cashing and Military Star Card privileges can be suspended for up to one year. The Civil Recovery Program remains separate from criminal prosecution or disciplinary action.

## **Reduced Interest Rate offered to Some Deployed Sailors**

The Navy Exchange Service Command (NEXCOM) has announced that some Navy personnel may qualify for the Military Star Card’s reduced interest rate. Under a special program, Navy personnel assigned to contingency areas which qualify for hostile fire or imminent danger pay for at least 90 days are eligible for a reduced interest rate of either six percent or zero percent on their Military Star Card account.

The Military Star card reduced interest rate program waives the monthly payments for account holders for the duration of an assignment over 90 days to a contingency area and interest rate charges are reduced under two options. Eligible Military Star Card holders will automatically receive a reduced interest rate of six percent and have no required payments on the card. The second option offers no payments on the card and the interest rate is reduced to zero percent. For those customers selecting the zero percent interest rate option their Military Star Card can not be used for the duration of their deployment. These special rates do not apply to accounts that are in a collections status when the request is received.

To participate in the program, the cardholder’s command must provide a letter or e-mail upon deployment to the Military Star card Contact Center, identifying those eligible Sailors who are deployed within a contingency area for a minimum of 90 days. Contingency areas are defined as those considered for hostile fire or imminent danger pay listed in Department of Defense Financial Management Regulation, Volume 7A, Chapter 1 0, such as the Persian Gulf.

To receive the lower interest rate, the command must fax the deploying letter to AAFES Military Star Card Contact Center at 214-312-4326, DSN 967-4326 or send it e-mail to deployment@aafes.com. The command will need to notify the Military Star Card Contact Center if the deployment is extended past 90 days. Requests submitted by individual service members cannot be processed.

## **CNO Aligns Navy for Increased Force Protection**

“We can profoundly enhance our fight against terrorism,” said Chief of Naval Operations (CNO) Admiral Vern Clark in message NAVOP 012/02, “through a more rational, streamlined and agile anti-terrorism/force protection (AT/FP) effort, especially within the continental United States (CONUS).”

The CNO designated Commander, Fleet Forces Command (CFFC) as executive agent for Navy protection INCONUS, aligning functions under CFFC as follows:

- Control and execution of the operational AT/FP mission for all INCONUS Navy activities and facilities [including all Naval Reserve activities].
- Forwarding authority for Navywide AT/FP requirements (to include training) and submission of AT/FP mission needs statements to OPNAV.
- Development of Fleet AT/FP doctrine and TTP, with OPNAV exercising policy oversight.
- All INCONUS Navy region commanders, including Naval district commanders, will report to CFFC for all operational matters related to Navy FP INCONUS.
- Commanders of all INCONUS Navy installations will report to the regional commander in whose area of operation (AOR) they are physically located, for all operational matters related to Navy FP INCONUS.

Any Navy activity not physically located on a Navy installation will report to the regional commander in whose AOR they are located, for all operational matters related to Navy FP INCONUS. “Reserve activities” are listed in NAVOP 012/02 as one of these kind of Navy installations that will report to the regional commander in each respective AOR, for all operational matters related to Navy FP INCONUS.

# LSC /SPV Support for Departing Battle Groups Deemed Crucial



By Ltjg Eli L. Pabon

The Logistics Support Center was instrumental in preparing the *USS Theodore Roosevelt* (CVN 71) Battle Group and the *USS Saipan* (LHA 2) Amphibious Task Group (ATG) for their deployments in January 2002.

For the TR Battle Group, the possibility of war with Iraq means that they may not return to homeport after they finish COMTUEX and will instead begin their deployment. In order to prepare them for this possibility, the Logistics Support Representatives went above and beyond normal support. LSR's tracked, picked up, and delivered several critical parts to the ships, including some last minute material to both

the TR and the *USS Porter* (DDG 78) on the day of their deployment.

For the *USS Saipan* ATG, LSR's did much of the same, including the coordination of all food on-loads and the tracking, pick up and delivery of critical parts and material. In one case, the LSR's personally packed and shipped CASREPs for the *USS Stump* (DD 978). In addition, the LSR's assisted the *USS Saipan* ATG by arranging for freight to be shipped from the Material Processing Center (MPC) at NAB Little Creek to Moorehead City, North Carolina, while the ESG was loading Marines.

For both the TR Battle Group and the *USS Saipan* ATG, the LSR's coordinated the turn in and procurement of government



vehicles, found points of contact information for husbanding agents, input certain requisitions for easier tracking and coordinated offloads of excess material and plastic waste.

Due to the tireless commitment of the Logistics Support Representatives, the *USS Theodore* (CVN 71) *Roosevelt* Battle Group and the *USS Saipan* (LHA 2) ATG were well prepared for any action they may be called upon to carry out.

## Subsistence Prime Vendor Team

The Subsistence Prime Vendor Team, or SPV Team, in the Logistics Support Center did an outstanding job responding to ship's surging toward their deployments to support the President's call for an increased presence in the Persian Gulf.

Several of the surging ships were only made aware of the possibility for surge deployment a few weeks before they were intended to leave. The SPV team, at FISC Norfolk, had never taken twenty ships from a local operations load out to full provisions load outs in a very short period of time. Yet, they responded quickly and effectively. During the months of December 2002 and January 2003, the SPV team completed a total of 1,035 individual deliveries to the twenty surge ships that needed to be loaded out.

This amazing level of coordination and response was also echoed in the SPV team's coordination of working parties for the ships. In a time where man-hours are needed to bring the ships mission capability to its highest level, the ability to support a food on-load working party was a tough thing for ship's crews to support. In order to take some of this burden away from the ship's crew, the SPV team coordinated working parties for the twenty surging ships that totaled 135,329 cases loaded by contracted working parties. This freed up the ship's crews to concentrate on mission readiness and also eased the burden on FSOs and SUPPOs trying to get their ships prepared.

Overall, the quick response and effective coordination of the SPV team led to a successful load out of the surging ships and cemented the solid reputation of the SPV as the people to call for a provisions issue.

# FISC Team In The Spotlight “Stevedores”



Fleet and Industrial Supply Center’s 34 Stevedores, 5 Riggers, 3 Blockers and Bracers and 3 Crane Operators have been very busy lately loading and discharge non-explosive cargoes to and from commercial and military vessels. They also conducted ordnance evolutions of loading and discharging missiles, torpedoes and other naval explosives to surface combatants and submarines of the United States Naval Fleet.

These 45 civilian employees have had a profound positive impact on the waterfront operations. During the last quarter, the stevedore team responded superbly to short fused operational orders in support of Operations Enduring Freedom. They skillfully loaded the *USS Theodore Roosevelt* Battle Group (8 ships), *USS Saipan*, *USS Kearsarge* and *USS Bataan* Amphibious Ready Groups and four combat logistics force ships. They are a superb mission-focused team working 12 to 14 hours a day, including Saturdays and Sundays with a deep sense of pride and professionalism and totally committed to providing the best value services to the Fleet.

While most of Norfolk enjoyed the holiday season, FISC stevedores were receiving, packing and loading 580 pallets of Marine Landing Force Operational Ready Material, 500 pallets of MRE’s, 11,000 measurement tons of Marine equipment and 100 pallets of ordnance aboard *USS Ponce*, *USS Saipan*, *USS Kearsarge* and *USS Bataan*. Additionally, his team loaded 700 measurement tons of fleet freight onboard *USNS Laramie*, *USNS Lenthal* and *USNS Arctic* for *USS Theodore Roosevelt* Battle Group and Amphibious Ready Group ships.

In all they do, they demonstrate a high degree of originality and creativity in finding new and better ways of loading approximately five ships a day.

## Use of GPS and CNG helps the U.S. Navy Postal Operations in Washington,

The Fleet and Industrial Supply Center, Norfolk’s Navy Postal Operations Division in Washington, D.C. is reducing cost by using state-of-the-art technology. As many fields today, mail operations has leveraged technology to speed up the processes of addressing mail and safely and efficiently distributing it.

Adding a Global Positioning System (GPS) Computerized Vehicle Tracking System (GPS-CVTS) was a natural next step in mail delivery technology. It has become an essential link to mail delivery and pickup efficiency. Management can accurately determine, in real time, the location of each of its 14 government one-ton vehicles anywhere within the mobile radio range. This capability is made possible by placing a GPS receiver in each of the delivery vehicles.

The GPS units receive signals from three or more GPS satellites to establish location. The information is then transmitted to the management command center by standard mobile radio communications, through cellular communications or by cellemetry data communication. The data is then analyzed and displayed on a computer that has GPS mapping software installed. The information on the location of a vehicle can be printed out for documentation and can also be networked to other PC workstations inside a LAN system.

Another breakthrough technology is currently used in nine of the 14 GSA leased vehicles. That technology is Compressed Natural Gas (CNG), an alternative fuel system to gasoline that reduces ozone harmful emissions.

Today’s use of available technology has provided increased efficiency at the Postal Operations Division, increased security through vehicle tracking and lower cost using an alternative fuel source. These initiatives have helped the Navy’s Postal Operations Division provide greater value to its customers and live up to the Naval Supply Systems Command’s motto: Ready – Resourceful – Responsive.

# FISC Norfolk Key Telephone Numbers

	DSN	Telephone	FAX
Commanding Officer	646	(757) 443-1001	443-1000
Executive Officer	646	(757) 443-1001	443-1000
Executive Director	646	(757) 443-1001	443-1000
Public Affairs Officer	646	(757) 443-1013	443-1015
Small Business Office	646	(757) 443-1435	443-1355
Security Officer	646	(757) 443-1510	443-1537
Counsel	646	(757) 443-1092	443-1090
Reserve Coordinator	646	(757) 443-1012	443-1549
Command Master Chief	646	(757) 443-1153	443-1015
<b>Acquisition</b>			
Acquisition Executive	646	(757) 443-1601	443-1605
Operations Director	646	(757) 443-1628	443-1605
Contract Operations (Fleet)	646	(757) 443-1375	443-1424
Contract Operations (Ashore)	646	(757) 443-1347	443-1424
Pierside Purchasing	646	(757) 443-1369	443-1376
Purchasing Operations (Ashore/Overseas)	646	(757) 443-1370	444-1376
Purchasing Operations (CONUS)	646	(757) 443-1394	443-1389
Purchasing Operations (Habitability)	646	(757) 443-1444	443-4417
<b>Resource Management</b>			
Director	646	(757) 443-1565	443-1583
<b>Business Operations</b>			
Director	646	(757) 443-1075	443-1064
E-Business	646	(757) 443-1502	443-1543
<b>Customer Operations</b>			
Director	646	(757) 443-1165	443-1175
Logistic Support Center	646	(757) 443-1861	443-1148
Navy Integrated Call Center		1-877-418-6824	443-1175
<b>Material Operations</b>			
Requirements Division	646	(757) 443-1271	443-1277
Ocean Terminal	564	(757) 444-2395	444-2352
ATAC	565	(757) 444-2060	445-8607
Personal Property	646	(757) 443-3795	443-3737
SERVMART	646	(757) 443-1273	443-1293
Special Material	564	(757) 444-4037	444-3760
HAZMAT	564	(757) 444-5809	443-1293
Regional Navy Mail Center	564	(757) 444-9126	444-9796
<b>Fuel</b>			
Fuels Officer	262	(757) 322-9003	322-9005
<b>Cheatham Annex</b>	953	(757) 877-7100	887-7223
<b>Washington, DC Det</b>	288	(202) 433-2901	6850000
<b>Philadelphia Det</b>	442	(215) 697-9550	697-9554
<b>Earle Det</b>	449	(732) 866-2238	866-1106