



DEPARTMENT OF THE NAVY
BOARD FOR CORRECTION OF NAVAL RECORDS
701 S. COURTHOUSE ROAD, SUITE 1001
ARLINGTON, VA 22204-2490

██████████
Docket No. 7324-24
Ref: Signature Date

██████████
████████████████████
████████████████████

Dear ██████████,

This is in reference to your application for correction of your naval record pursuant to Section 1552 of Title 10, United States Code. After careful and conscientious consideration of relevant portions of your naval record and your application, the Board for Correction of Naval Records (Board) found the evidence submitted insufficient to establish the existence of probable material error or injustice. Consequently, your application has been denied.

A three-member panel of the Board, sitting in executive session, considered your application on 23 January 2025. The names and votes of the members of the panel will be furnished upon request. Your allegations of error and injustice were reviewed in accordance with administrative regulations and procedures applicable to the proceedings of this Board. Documentary material considered by the Board consisted of your application, together with all material submitted in support thereof, relevant portions of your naval record and applicable statutes, regulations, and policies.¹ In addition, the Board considered the advisory opinion contained in Commander, Naval Supply Systems Command (NAVSUP) letter 5420 Ser SUP 04/097 of 29 August 2024, which was previously provided to you for comment.

On 5 March 2021, you were issued official change duty orders (BUPERS order: ██████████) while stationed in ██████████ with an effective date of departure of August 2021. Your ultimate activity was ██████████ for duty in a flying status involving flying with an effective date of arrival of September 2021 with a projected rotation date of September 2024. On 1 August 2021, you transferred from ██████████ and arrived at ██████████ on 9 August 2021 for duty.

¹ In accordance with The Joint Travel Regulations (JTR), 051306. Excess Charges. A. Government's Responsibility. "1. The Government may pay the total transportation cost and other applicable charges for any weight that exceeds the weight allowance. The Government must collect the excess costs from the Service member. 2. A Service member must repay the Service for the cost of transporting his or her Household Goods (HHG) in excess of the specified weight allowance, unless there is specific authorization for an increased weight allowance, limited to 18,000 pounds. 3. All transportation costs are included in determining excess costs, such as storage, accessorial services, and any other costs that the Government paid to move the HHG. 4. When it is known or suspected that a Service member will exceed the maximum weight allowance before transportation, the Transportation Officer should notify the Service member and the office paying for the transportation. The Service member is financially responsible for the excess weight charges even if the Transportation Officer did not notify the Service member or the Authorizing or Approving Official (AO) providing transportation funds of the known or suspected excess weight status before transportation ██████████, October 5, 2010)."

On 26 September 2022, you were issued a Notification of Personnel Action (Standard Form 50) for Termination-Sponsor Relocating with the following remarks: "Forwarding address: ... [REDACTED]. Reason for resignation: to accompany Sponsor on PCS orders..."

On 14 August 2024, you transferred from [REDACTED] and arrived to [REDACTED] on 16 August 2024 for temporary duty. On 7 January 2025, you transferred from [REDACTED] and arrived at [REDACTED] 10 on 7 January 2025 for duty.

On 22 January 2025, NAVSUP Fleet Logistics Center [REDACTED] notified this Board that "[your] entitlement is 14,500 lbs. Total weight moved is 20,503 lbs. before 10% discount and pro gear deductions. Excess weight after 10% added back in is: 2126 lbs. for excess cost of \$1,888.07 (Pro gear = 2,266 lbs.)

UB shipment 960 lbs. picked up 9 Jun 2021, delivered 28 Jul 2021 HHG shipment 10,720 lbs. picked up 9 Aug 2021, delivered 14 Aug 2021 NTS shipment 9,500 lbs. (I don't have access to the dates for this)."

You requested reduction or elimination of overweight charges applied to your 2021 HHG move from [REDACTED] to [REDACTED], the Board in its review of your entire record and application, carefully weighed all potentially mitigating factors, to include your assertions. However, the Board concluded that the Transportation Service Provider submitted proper weight tickets, conducted a reweigh, and billed at the lower weight. The inventory sheets substantiated the weight billed. NAVSUP worked with you to identify your Professional Books, Papers and Equipment (PBP&E) on your inventory sheets. You provided a list of additional PBP&E totaling 708 pounds, which was sent by NAVSUP to the Navy HHG Audit Team for credit to your excess weight. Your move was re-audited, and your debt was lowered from \$2,515.95 to \$1,888.07. In accordance with the JTR, you are responsible for the remaining excess cost. In this connection, the Board substantially concurred with the comments contained in the advisory opinion.

You are entitled to have the Board reconsider its decision upon submission of new matters, which will require you to complete and submit a new DD Form 149. New matters are those not previously presented to or considered by the Board. In this regard, it is important to keep in mind that a presumption of regularity attaches to all official records. Consequently, when applying for a correction of an official naval record, the burden is on the applicant to demonstrate the existence of probable material error or injustice.

Sincerely,

1/25/2025

[REDACTED]