



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

██████████
Docket No. 9652-24
Ref: Signature Date

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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 11 March 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. In addition, the Board considered the advisory opinion contained in Commander, Naval Supply Systems Command (NAVSUP) letter 5420 Ser SUP 04/129 of 16 November 2024, which was previously provided to you for comment.

Household Goods (HHG) Descriptive Inventory was completed and signed by contractor, carrier or authorized agent and you on 11 July 2024. Relocation Services Descriptive Inventory was completed and signed by you on 11 July 2024 and Carrier on 16 July 2024.

You were retired with an under honorable conditions (General) character of service and were issued a Certificate of Release or Discharge from Active Duty (DD Form 214) for the period of 7 May 2004 to 31 July 2024 due to unacceptable conduct.

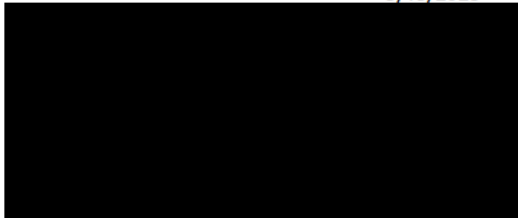
Personal Property Transportation Audit System (PPTAS) listed the following audit results: Transactions. Max Authorized Wt.: 17,700 lbs. (includes 200 lbs. Professional Books, Papers & Equipment (PBP&E)), Total Moved Net Wt.: 19,964 lbs. (includes 200 lbs. PBP&E), and Excess Weight: 2,264 lbs. Total Excess Wt.: 2,516 lbs. Result of Current Audit. Collection \$4,526.22. PPTAS listed the following audit results: Transactions. Max Authorized Wt.: 18,851 lbs. (includes 1,351 lbs. PBP&E), Total Moved Net Wt.: 20,079 lbs. (includes 1,351 lbs. PBP&E), and Excess Weight: 1,228 lbs. Total Excess Wt.: 1,364 lbs. Result of Current Audit. Collection \$2,453.80.

You requested investigation of or reduction of the overweight claim by the government, the Board in its review of your entire record and application, carefully weighed all potentially mitigating factors, to include your assertions. You assert that the move was mishandled by the government employees and contractors, pro gear was not annotated, there was excessive packing materials, and your HHG were packed into separate trucks with other shipments with no clear separation of gear to ensure only your shipment was weighed. However, the Board concluded that the Transportation Service Provider (TSP) submitted proper weight tickets, conducted a reweigh, and billed at the lower weight. The inventory sheets substantiated the weight billed. NAVSUP requested weight tickets and inventory sheets from the TSP then worked with you to identify your PBP&E on your inventory sheets. You provided a DD Form 3168, Spouse PBP&E Worksheet (500 pounds) and a list of additional PBP&E totaling 651 pounds. The Navy HHG Audit Office re-audited your HHG move and deducted the additional 1,151 pounds of PBP&E, which lowered your debt from \$4,526.22 to \$2,453.80. The Board determined that in accordance with the Joint Travel Regulations, paragraph 051306,¹ you are responsible for the remaining excess cost and that no further changes to your record are warranted. You may complete a Remission of Indebtedness Application (DD Form 2789) and submit to the Chief of Naval Operations (OPNAV, N130C) if this debt creates a financial hardship. You can submit your DD Form 2789 to N130C at NXAG_N130C@navy.mil. 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,

3/15/2025



¹ 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. Erroneous advice, or lack of advice, by a Government agent does not create an entitlement to reimbursement of, or shipment of HHG in excess of the weight allowed by statute. 2. A Service member must repay the Service for the cost of transporting his or her 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 AO providing transportation funds of the known or suspected excess weight status before transportation.