



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

██████████
Docket No. 10006-24
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 18 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 04/132 of 16 December 2024, which was previously provided to you for comment.

The Board determined that your personal appearance, with or without counsel, would not materially add to their understanding of the issues involved. Therefore, the Board determined that a personal appearance was not necessary and considered your case based on the evidence of record.

In accordance with The Joint Travel Regulations (JTR), "Determining Weight. The weight of HHG transported is normally established with certified weight certificates from a public weigh master or Government scales. The public weigh master is the person who issues the weight certificates. The net weight, or the Service member's authorized weight allowance, whichever is less, is used to determine the Government's constructed cost."

"Final Settlement. Final settlement for reimbursement of personally procured transportation, regardless of the transportation method, is based on the GCC of the actual weight moved, limited to the authorized PCS weight allowance. Submit certified weight certificates or an acceptable constructed HHG weight with the claim for reimbursement. The Government

cannot incur moving expenses for HHG that is more than 100% of the Government's projected cost to transport the HHG commercially. Service members or dependents using the same POV for traveling and PPM are authorized both a PPM monetary allowance and MALT Plus as separate allowances.

Advance of Funds. Advance payment is authorized for personally procured HHG transportation depending on the type of move the Service member chooses. An advance payment is authorized for any of the following: 1. The constructed expenses for transportation arranged when Government-procured HHG transportation or NTS is not available. 2. The constructed expenses, limited to the Government's maximum obligation, for transportation arranged when Government-procured transportation and NTS is available, but the Service member personally procures the HHG transportation."

Table 5-37. PCS and NTS weight allowances (pounds) for pay grade E-6, with dependents is 11,000lbs and without dependents is 8,000lbs.

On 15 April 2024, you were issued official temporary recall orders (BUPERS order: 2711) while located at Millington, TN 38053. Furthermore, the following was listed: "You are hereby ordered to report for voluntary temporary recall under the authority of title 10 USC section 12301 (d) and IAW reference A [title 10 U.S.C. Member is executing back-to-back orders. Please do not close pay account. The term of these orders is 24 months and ends 06 2026."

"Upon completion of intermediate duty assignments, if applicable, and as directed below, report to ultimate duty station ██████████. For pay and personnel accounting report to personnel support activity detachment as indicated below: report NET 29 Jun 2024 and NLT 29 Jun 2024 to ██████████."

On 9 May 2024, you signed an Application for Personally Procured Move and Counseling Checklist (DD Form 2278) listing a move from ██████████ with a maximum authorized weight of 11,000 lbs. and Estimated Government Constructive Cost of \$11,184.01. It was certified by a counselor on 2 May 2024.

On 18 May 2024, ██████████ issued you a Military Move/Weight Only receipt with gross/tare weight of 3,480 lbs. (2022 Chevrolet Equinox – empty).

On 20 June 2024 (10:09), Certified Automated Truck Scales receipt was issued at Memphis, TN with gross weight of 24,800 lbs.

On 24 May 2024, ██████████ issued you a Military Move/Weight Only receipt with gross/tare weight of 2,700 lbs. (2019 Hyundai Accent – empty).

On 25 May 2024, ██████████ issued you a Military Move/Weight Only receipt with gross/tare weight of 3,940 lbs. (2022 Chevrolet Equinox – full).

On 25 May 2024, ██████████ issued you a Military Move/Weight Only receipt with gross/tare weight of 3,280 lbs. (2019 Hyundai Accent – full).

On 25 June 2024, U-Pack issued you a service receipt with total charges of \$2,685.00.

On 1 July 2024 (16:59), Certified Automated Truck Scales receipt was issued a [REDACTED]
[REDACTED] with gross weight of 27,440 lbs.

Personal Property Transportation Audit System (PPTAS) listed the following audit results: Transactions. Max Authorized Wt.: 8,000 lbs., Total Moved Net Wt.: 3,680 lbs., Result of Current Audit. Amount Due \$583.67. Federal Tax Withheld \$583.67. Member Payment \$0.00.

You requested to receive the difference between the constructive cost and advance received (\$4,473.60). 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 weight of the UPack is higher than that shown on the eight tickets. However, the Board concluded that you contracted UPack to move your HHG and used two of your privately owned vehicles to transport the rest of your HHG. Although you filed a complaint with UPack, you have not yet received a response to your request for a higher weight correction. The Navy HHG Audit Office reimbursed you for 3,680 pounds based on your weight tickets. In accordance with the JTR, the weight of HHG transported is normally established with certified weight certificates from a public weigh master or Government scales and the net weight, or the Service member's authorized weight allowance, whichever is less, is used to determine the Government's constructed cost. Your request to use your cubic estimate of 6,398 pounds would only allow for reimbursement of your actual costs (\$2,786.95), which is lower than the reimbursement for the actual 3,680 pounds (\$7,294.88). You will be reimbursed for a higher weight, if you provide a UPack adjustment to your HHG weight; currently, there is no justification to reimburse you an additional \$4,473.60. The Board found no error or injustice to warrant a change to your record. 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,

3/24/2025

[REDACTED]