



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

Docket No. 11457-24  
Ref: Signature Date

Dear [REDACTED],

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 29 April 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 accordance with The Joint Travel Regulations (JTR) that "Personally Procured HHG [Household Goods] Transportation. A Service member or, in the event of a Service member's death, the next of kin, can personally arrange HHG transportation and NTS [Non-temporary Storage]. See par. 051502-G for personally procured move (PPM) travel advance eligibility."

"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 for reimbursement of personally procured transportation, regardless of the transportation method, is based on the GCC [Government's Constructed Cost] of the actual weight moved, limited to the authorized PCS [Permanent Change of Station] weight allowance."

In accordance with NAVSUP P-490, "5.22 Establishing HHG Weight (JTR, paragraphs 051403, 0515, 051501, 051502 and 051503)...

If member does not hire a commercial TSP or Portable Mobile Storage Container company then three weight tickets are required : Empty within 25 miles of Origin, Full within 25 miles of Origin, Full within 25 miles of Destination...

The Director of the Navy Household Goods Audit Team may waive the requirement for two full tickets if other documentation substantiates the move took place...

For PPMs with multiple TDY [temporary duty] locations a Full weight ticket within 25 miles of each TDY location must be provided."

On 6 April 2020, you were issued official change duty orders (BUPERS order: 0970) while stationed in ██████████ with an effective date of departure of July 2020. Your ultimate activity was ██████████ for duty under instruction with an effective date of arrival of August 2020, with a Projected Rotation Date of February 2021.

On 27 July 2020, you transferred from ██████████ and arrived to ██████████ on 12 August 2020 for duty under instruction.

On 24 February 2021, you were issued official change duty orders (BUPERS order: 0551) while stationed in ██████████ with an effective date of departure of March 2021. Your ultimate activity was ██████████ for duty under instruction with an effective date of arrival of March 2021, with a Projected Rotation Date of September 2021.

On 11 March 2021, you transferred from ██████████ and arrived to ██████████ on 11 March 2021 for duty under instruction.

On 26 July 2021, you were issued official change duty orders (BUPERS order: 2081) while stationed in ██████████ with an effective date of departure of September 2021. Petitioner's intermediate (01) activity was ██████████ for temporary duty under instruction with an effective date of arrival of 20 September 2021. Your ultimate activity was ██████████ for duty with an effective date of arrival of December 2021, with a Projected Rotation Date of August 2024.

On 17 August 2021, you were issued official modification to change duty orders (BUPERS order: 2081) while stationed in ██████████ SC with an effective date of departure of September 2021. Your intermediate (01) activity was ██████████ for temporary duty under instruction with an effective date of arrival of 20 September 2021. Your ultimate activity was ██████████ for duty with an effective date of arrival of December 2021, with a Projected Rotation Date of August 2024.

On 1 September 2021, you signed an Application for Personally Procured Move and Counseling Checklist (DD Form 2278) listing a move from ██████████ with a

maximum authorized weight of 12,500 lbs. and Estimated Government Constructive Cost of \$2,556.09. It was certified by a counselor on 1 September 2021.

On 2 September 2021, you transferred from [REDACTED] and arrived to [REDACTED] on 19 September 2021 for duty.

On 2 December 2021, U-Haul issued you an Equipment Contract with rental charges for \$31.61.

On 2 December 2021 (13:18), Certified Automated Truck Scales receipt was issued at North Charleston, SC with gross weight of 6,200 lbs.

On 19 November 2021, you transferred from [REDACTED] and arrived at [REDACTED] on 22 December 2021 for duty.

On 19 August 2024, you transferred from [REDACTED] and arrived to [REDACTED] on 26 September 2024 for duty.

On 9 April 2025, [REDACTED] notified BCNR that “[i]t appears he was paid for the PPM to [REDACTED] and two PPMs to [REDACTED]...I also attached the two audits. I don’t see that he is entitled to anything else.

In DPS, it shows: He conducted a PPM from [REDACTED] in 2021. (600 lbs.) orders 2081. He conducted a PPM from [REDACTED] 2021 (8,840 lbs.) orders 2081. He conducted a PPM from [REDACTED] ego 2024 (1,480 lbs.) orders 2081.

In PPTAS, (first audit) – He was reimbursed for 8,840 + 1,480 lbs. = 10,320 lbs. for \$19,434.84 (11/14/24), (second audit) – He was reimbursed for 600 lbs. = \$1,172.52 (11/14/24).”

On 9 April 2025, [REDACTED] notified BCNR that “[t]he member had orders 2081 to go from [REDACTED] that were issued 28 May 2021. There was a TDY between to [REDACTED] Using these orders the member performed the following moves:

April 2023 the member’s father moved (with POA) the members goods from [REDACTED] [REDACTED] Our office received this paperwork in May 2023. The member was paid to move 8840 pounds at this time.

October 2024 our office received paperwork for a PCS move from [REDACTED] [REDACTED] This was processed for 1480 pounds and paid.

October 2024 our office received paperwork for a TDY from [REDACTED]. The member was paid to move 600 pounds.

October 2024 our office received documents for a TDY from [REDACTED]. This move was NOT paid as the member did NOT submit new weight tickets for the move

and submitted the same weight tickets as the TDY weight tickets to [REDACTED]. The member did not obtain a new full weight ticket and simply submitted the same weight tickets that went from I believe this is what he is trying to submit the BCNR for. Per the NAVSUP P490: For PPMs with multiple TDY locations a Full weight ticket within 25 miles of each TDY location must be provided.”

You requested to receive payment for a PPM from [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 you were not reimbursed for your move from [REDACTED] because you provided no new weight tickets to substantiate the weight of your shipment. In accordance with NAVSUP P-490, “[f]or PPMs with multiple TDY locations a Full weight ticket within 25 miles of each TDY location must be provided.” Additionally, in accordance with the JTR, reimbursement is based on the GCC of the *actual weight moved*. Because you failed to submit weight ticket(s) to show the actual weight moved, the Board determined that you are ineligible for reimbursement for your shipment from [REDACTED] and that a change to your record is not warranted.

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,

5/3/2025

[REDACTED]