



SHOPPING AT SEA—Important job of Supply is keeping the ship replenished while at sea. Here, ship receives order.

You Name It, They Have It

WHEN THE NEW washing machine was placed in *USS Macon* (CA 132), it marked the first time the crew in the laundry had ever seen sunlight enter their working space. This laundry, located two decks below the main deck on the port side, is about the closest you can get to perpetual motion. If you're curious as to how the sunshine came into the laundry space, you'll find the answer in the following pages.

The laundry is run 24 hours a day, seven days a week. Yet the men working in it are part of the S-3 division that has the highest reenlistment rate of any division on the ship. What's more, between 85 and 90 per cent of the men in it are enrolled in the Navy's correspondence course system.

The division is one of five in the Supply Department.

A paragraph out of *Macon's* organization manual gives a close look at the Supply Department's responsibility: "... for the procuring, receiving, stowing, issuing, and accounting of the ship's stores and parts, except as specifically assigned to other departments; the operation of the general mess and ship's store, the sales and issue of clothing and small stores; the supervision and coordination of accounting and inventory functions not specifically assigned to other departments and the supervision of disbursement."

Does this sound familiar? It should. Because supply aboard *Macon* is not much different from that of any of the other ships in the Navy.

There are five divisions in the Supply Department of *USS Macon*: S-1 (Stores), S-2 (Commissary), S-3 (Ship's Service), S-4 (Disbursing) and S-5 (Steward Branch). Each has a definite mission and a job to do.

The S-1 division has the job of keeping 18 storerooms loaded with GSK items in spare parts, electronics, machinery and ordnance. In this respect, it takes care of the ordering, stocking and issuing.

Not so long ago, keeping track of each item was often a frustrating job. All this has been changed. Possibly the change was brought on by the motto which was so well-known in boot camp—a place for everything and everything in its place. In any event, you no longer have to pore through a large box of wrenches to find one particular size. The size you want is in one box or, as it is known today, a bin.

To get to the bin stowage stage, there had to be a pre-binning stage. This was done while the ship was in Boston and involved many grueling and sometimes many hair-tearing man-hours of work.

The shipyard workers set aside one entire floor of a building where

all spare parts from the ship could be laid out, sorted, tagged, and catalogued with the new federal stock numbers and the old stock numbers. Then Stock Record Cards (some 6000 aboard *Macon*) were made out and retained by the S-1 division. As one wrench (for instance) is drawn, an item by item check is kept. Storekeepers in charge of storerooms issue the necessary supplies. And they know unless they take the necessary steps to replenish, the next time a consumer needs the same material it may not be available. So they bring the supplies up to their proper "high."

There is no real high for all items. It all depends upon how many and how often these items will be drawn. For instance, the high number of wrenches of a certain type could be 200. The low number to be reached could be set at 100. This would mean that when you took stock and the number of wrenches remaining was getting mighty close to the 100 mark, it would be time to bring them up to the high of 200 by ordering the difference of the number you have and the number you need.

This system could, and has been, carried to extremes. Take the case of the seaman who was keeping a running system of highs and lows. The idea planted in his mind was if you had a high, keep it there. So when the high for rubber hose was