

# Supply Chest

March 26, 2004

Ready - Resourceful - Responsive!

Vol. 56 No. 6

## Det. 106 Naval Reservists assist in water taxi rescue

Reservists from Naval Reserve Center (NRC) Baltimore assisted in the rescue of more than a dozen passengers from a water taxi that had capsized in Baltimore's Inner Harbor late in the afternoon of March 6. Two of the passengers died and three were still listed as missing, while the remaining 22 were rescued by Baltimore City Fire Department personnel, with the assistance of the NRC Baltimore Reservists.

Command Master Chief Melvin Johnson and Information Systems Technician 3rd Class Edward Mendez witnessed the water taxi capsize as it attempted to maneuver in heavy winds and seas. They immediately called 911, and Cmdr. Petersen Decker, commanding officer of Fleet and Industrial Supply Center Norfolk, Det. 106, coordinated the launch of one of the NRC's small craft to assist in the rescue effort.

Approximately 15 Naval Reserve and active-duty personnel assisted the Baltimore City Fire Department in rescuing 20 passengers.

"My guys didn't hesitate," said NRC Baltimore Commanding Officer Cmdr. Jim McGovern. "They saw what happened and jumped into action. I'm extremely proud of my people," said McGovern.



*Passengers of the water-taxi cling to the hull of the capsized pontoon boat in Baltimore's Inner Harbor as a U.S. Navy boat approaches to assist in rescue operations. Reservists from Naval Reserve Center (NRC) Baltimore, including Sailors from FISC Norfolk Detachment 106, assisted in the rescue of more than a dozen passengers late in the afternoon, March 6. (U.S. Navy photo by Machinery Repairman 2nd Class Jerry Neblett)*



*Wilbert Jones uses a heat gun to remove an old label from a shipping container.*

## CRRC means big savings

In today's throwaway society, you don't frequently hear about people trying to get the most possible life out of an item. Especially when that item is a shipping container. We're usually more interested in what's inside of the container than the container itself. But there is a little-known group of people in Building CEP-201 that cares a lot about shipping containers, and their interest has saved the government more than \$85 million since 1997.

It's called the Container Reuse and Refurbishment Center (CRRC). According to James Wilson, CRRC site manager, their mission is to recover and repair shipping containers of various sizes and get them back into the system. "If you've got any excess containers, our doors are open," said Wilson. "We are trying to

*continued on page 4*

## From the Commanding Officer ... Safety

FISC Norfolk Teammates,

When I first arrived at FISC Norfolk, I shared with all of you my Command Philosophy which described my three main focus areas of 1) mission accomplishment, 2) professionalism and the good of the institution, and 3) growth, development and well-being of our shipmates (military and civilian). In the area of well-being of our shipmates, my Command Philosophy went on to say:

“Safety is important to the well-being of every member of this command. Nothing we do is as important as the safety of our people. We will not knowingly hazard life or limb of a single member of this command nor will we take unnecessary risks.”

We recently conducted management safety training and our Occupational Safety and Health Policy Council meeting where we reviewed Department of Navy policies and objectives with regard to safety. We also reviewed FISC Norfolk and CNRMA Supply/Logistics Program mishap rates for the past four fiscal years. A mishap is defined as any unplanned or unexpected event or series of events that result in damage to DoD property; or occupational illness or injury to on-duty DoD military or civilian personnel.

The good news is that our mishap trend is down from 56 in FY00 to 38 in FY03. The bad news is that 38 are still far too many mishaps. Our safety specialist provided data on the causes of mishaps and types of mishaps for our council members to review. The most frequent causes of mishaps are slip/trip/fall and lift/push/pull; and the most common types of mishaps are strains, sprains

and contusions. Almost all of these mishaps are preventable with increased awareness to hazards and staying alert to potential mishap situations.

The Secretary of Defense issued a challenge on May 19, 2003 to all DoD activities to reduce the number of preventable mishaps and accident rates by at least 50% in the next two years. The Secretary of the Navy has pledged his full support in meeting this challenge. For FISC Norfolk, that means we want to have 29 or fewer mishaps in FY04 and 19 or fewer mishaps in FY05.

These reduced numbers of mishaps are absolutely achievable and should be an “All Hands” issue for awareness and mishap prevention. In addition, safety training is available and must be conducted for all hands, particularly for supervisors in our warehouse and industrial areas... although administrative areas have their share of mishaps as well and should also conduct the training. Operational Risk Management, or ORM, is a logic-based common sense approach to making decisions on human, material and environmental factors before, during and after Navy operations. It enables supervisors to maximize operational capabilities while minimizing risks by applying a simple, systematic process appropriate for all personnel and Navy functions. It enhances mission effectiveness at all levels, while preserving assets and safeguarding health and welfare.

Each of us will have a life when we are done working and retired from our Navy or civilian service and I want the quality of that post-retirement life to be as good as pos-



Capt. L. V. Heckelman

sible for everyone. Preventing mishaps and on the job injury is one way to ensure a higher quality of life later in life.

For additional training or references on safety, contact your supervisor or department director... and let's all be safe!

## Supply Chest

Fleet and Industrial Supply Center  
1968 Gilbert Street, Suite 600  
Norfolk, Virginia 23511-3392  
(757) 443-1013/14

Capt. L V. Heckelman, SC, USN, Commanding Officer  
Bob Anderson, Public Affairs Officer/Managing Editor  
Jim Kohler, Editor  
Bill Pointer, Staff Photographer  
Steve Craddock, Staff Graphic Illustrator

This appropriated funds newspaper is an authorized publication for military and civilian personnel of the Fleet and Industrial Supply Center (FISC), Norfolk, and the Defense Distribution Depot (DDNV), Norfolk. It is published by the FISC Public Affairs Office, located in building W-143, Naval Station Norfolk. Contents of the Supply Chest are not necessarily the official view of, or endorsement by, the US Navy. The Supply Chest is a bi-weekly publication published in compliance with the provisions of NAVSO P-35. It is a member of the American Forces Press Service and is available on line at [www.nor.fisc.navy.mil](http://www.nor.fisc.navy.mil). Material may be reprinted if proper credit is given. Submit material to the FISC Public Affairs Office, Code 01, or call (757) 443-1014 DSN 646-1014; FAX (757) 443-1015. All material is subject to editing.

## “Fifty Years in Athens” celebration

January 15, 2004, marked the 50th anniversary of the commissioning of the Navy Supply Corps School (NSCS) in Athens, Ga., commemorating 50 years of training excellence in the *Classic City*. That date has another significance. It also kicked off the registration period for the upcoming Golden Anniversary Reunion Celebration in Athens.

From July 8-11, 2004, the Supply Corps Foundation and the Northeast Georgia Supply Corps Association will be hosting this memorable event. I would like to personally invite you to come back to the “Cradle of the Corps” to renew old friendships and acquaintances while enjoying some great Southern hospitality.

Some of the events planned include a Southern barbeque, featuring local musical entertainment, a patriotic “Twilight Tattoo” ceremony, an e-commerce symposium, a golf tournament, a 5K run, and a banquet at the downtown Classic Center. There will also be opportunities to tour and view the progression of 50 years of Navy logistics training at NSCS, find some old photos of your instructors and

classmates, and remember the weight of that old P-485 we had to keep updated with all those pub changes!

A centerpiece of the Golden Anniversary Reunion celebration will be the construction of a commemorative brick wall, built adjacent to Royar Square. Mounted on this wall will be the official 50th anniversary bas-relief plaque, honoring a 50-year partnership with the city of Athens. Both the wall and the plaque will serve as permanent reminders of the special place the Navy Supply Corps School has become and the warm, generous hospitality bestowed upon us by the people of Athens.

You can view an architect’s rendering of this commemorative wall on the official event Web site at [www.negsca.org/50th/](http://www.negsca.org/50th/).

Additionally, you can register to attend the celebration, and get event information at this site. The point of contact for the 50th anniversary celebration is LCDR C. J. Mayer. You can email Lt. Cmdr. Mayer with questions at [conrad.mayer@cnet](mailto:conrad.mayer@cnet) mail to: [conrad.mayer@cnet.navy.mil](mailto:conrad.mayer@cnet.navy.mil).

J. D. McCARTHY  
 Rear Admiral, SC, USN

## Welcome Aboard



*Lt. Christopher Kovack, Code 700 Fuel Intern*



*Lt. Cmdr. Tom Scott, Code 300*

## Speaking for the Fleet ... Making the most of your money

By *FLTCM(SW/AW) "Buck" Heffernan*

How much money do you plan to have as a safety net when you leave or retire from the Navy? Most of the retirees I talk to say they never saved enough. The "would have," "should have," "could have" scenarios are common. Too often sailors leave the Navy, not just wanting a job on Monday, instead needing a job. That's what happens when you don't invest in your future and you live paycheck to paycheck.

The good news is that the number of Navy people who fail to save is shrinking faster than any other service. Today, there are approximately 138,000 active duty Navy personnel who invest using the Thrift Savings Plan (TSP), which equates to 32.2 percent. The nearest other service is the Air Force at 21.2 percent.

The numbers tell the story, but are somewhat surprising. Like most, I figured the largest percentage of investors would be senior people, especially chiefs. However, the data shows that 48% of all E-3 and below invest using TSP. That's incredible! For all others, E-4 through E-9, the percentage ranges from 27 to 30 percent.

The reason so many junior sailors invest can be traced to boot camp. Recruits are provided a TSP brief early on, and then the concept of investing for their future is reinforced throughout their time in boot camp. According to the scheduler at Great Lakes, 60 percent of all recruits sign up for TSP. Between January 2003 to February 2004, 27,044 recruits opted to invest in their future. That initial push, coupled with aggressive campaigns at individual commands, places the Navy clearly at the head of the pack. A 5,500 Navy E-1's participate in TSP. Contrast that number with the Army's 133, and you quickly realize it's the initial push that gets sailors interested; keeping them hooked and disciplined is the job of leading petty officers, chiefs and division officers.

The other thing that helps sailors continue their investments is a healthy interest rate. In 2003, all five TSP funds generated growth. The S Fund was particularly outstanding, garnering an astonishing 42.9 percent for the year. If a sailor had \$1,000 in the S Fund last February, in the past 12 months their money would have earned 58.67 percent, greatly surpassing the average returns from the S&P 500, Dow and Nasdaq.

Of course, that sort of performance is uncharacteristic of the stock market. Most of the stock-based funds lost money in 2000, 2001 and 2002 as the stock market saw huge losses. But, losing for a few years isn't necessarily bad when you're in it for the long haul. Dollar cost averaging suggests down years are good because you purchase shares for less. As long as you weather the down years, the market almost always rebounds, and you end up making money down the line.

It's important to know TSP has been around for a long time. However, until recently, it was only offered to civil service employees. The fund today has more than \$124 billion in assets and is the largest defined-contribution fund in the world. What's more, it's extremely attractive because it offers investments using pre-tax dollars, which saves participants even more money.

Advances in technology also make it possible for sailors to control their investments more than ever before. When TSP was first introduced to active duty sailors, fund transfers took weeks. Today they post in about one business day. That ability, coupled with daily share pricing, allows sailors to fully manipulate their investments, without ever paying a brokerage fee. In 2003, more than 951,500 interfund transfers occurred, proving sailors are paying attention to the market and are trying to maximize interest rate variation throughout the funds.

One of the chief complaints I hear from sailors about why they don't invest is that they don't have access to that money in an emergency, or suffer large withdrawal penalties. With TSP, your money is available, in the form of a low-interest loan. Today, the loan interest rate is 4.125 percent. Compare that to any bank loan and you realize the significant savings. The minimum loan is \$1,000, and you have to have the money in your account to borrow against it. Remember, TSP is not a bank. You can't borrow more than you have. By the way, as you repay the loan, the interest rate is paid to your account. Instead of a bank earning money off the interest you pay, you are paying yourself.

All Navy leadership realizes what a great deal TSP can be. While more than 32 percent of all sailors participate, I see that percentage continuing to rise. Given how many invest in their future today, it's clear to me in

the years to come, the number of sailors who leave the Navy on Friday and need a job on Monday will be reduced greatly. This will allow them more options to obtain the right job, not just a job.

### **CRRC from page 1**

make sure we get the most out of the container program."

Wilson and his small crew of two government employees and three contractors receive and repair containers ranging in size from small clamshell-type containers to jumbo crates. Their values range from \$4 to large engine containers worth more than \$4,000. "If it can be reused, we try to get it back into the system," said Wilson. "Why turn a container in to DRMO when it can be reused?"

There are five other CRRCs in the Navy, but the Norfolk CRRC was the first and is by far the busiest. They handle one third of all containers in the CRRC system. They work closely with the Norfolk ATAC hub, and are working on developing relationships with the ATAC nodes as well.

The CRRC has developed relationships with other services as well. "We also work with the Army, Air Force and Coast Guard," explained Wilson. "If we can figure out where a container came from, we'll get it back to them."

The containers that find their way to the CRRC aren't always empty. Sometimes they contain parts or equipment and for whatever reason, the container didn't make it to its destination. "If we find material in a container, we track down the intended recipient and make sure it gets there," said Wilson. Last year alone, CRRC recovered more than \$6 million in parts or components that otherwise would have been lost. Since 1997, CRRC has recovered more than \$36 million in lost parts and components.

So the next time you receive material in a reusable container, don't discard it. Think about CRRC. They'll get it back in the system and help get the most out of the container's life. "Anywhere we can save money – that's what it's all about," said Wilson.

# DTS Is Coming to COMFISCS



**Defense Travel System**  
A New Era of Government Travel

Welcome to the New, Improved Business Travel Process.

COMFISCS is among the first organizations in NAVSUP to receive the new Defense Travel System (DTS). DTS is a state-of-the-art, 21<sup>st</sup> century e-commerce system. DTS will mean online TAD travel for virtually every person in the Department of Defense, both civilian and military.

- Among the benefits DTS brings to travelers, authorizing officials, managers and commanders:
- Fast, electronic reimbursement of travel expenses—2-3 days from electronic filing
- Automated payment of government charge cards.
- Significant reduction in time spent administering travel—

all done on the web

- Request travel from your Reviewing Official (RO)
- Make travel arrangements, including airplane seat assignment, hotel, car
- Approval by Authorizing Official (AO) electronically
- Voucher (travel claim) submittal after trip via web
- Streamlined web approval of voucher
- Reduced paperwork

DTS will be implemented at FISC Norfolk around the April 2004. time frame.



## Use suggestion boxes!

Steve Craddock checks the mounting of a Commanding Officer's Suggestion Box in an SMSD space. Similar suggestion boxes are located in FISC spaces aboard Naval Station Norfolk, Norfolk Naval Shipyard, and Cheatham Annex. Make your voice heard! If you have an idea that you want to present to the command staff, these boxes offer an opportunity to get your suggestion in the right hands without fear of reprisal. Your suggestion or question will be handled confidentially, and you will receive a reply if you provide your contact information. You may also send suggestions/comments electronically via the commands Intranet site, InsideFisc.

## Don't let scam emails rob you of your hard earned \$

Don't be misled by scam emails like the one below that play on your sympathy and attempt to get the victim (you) to participate in money transactions. Ignore such emails and delete them. Links in the email have been removed.

For more information and examples of hoax/scam emails, contact the FISC Norfolk INFOSEC staff 757-443-1503.

*From: Mariam Abacha*

*Sent: Monday, March 29, 2004 20:39*

*Subject: ENQUIRY*

*Hello dear,*

*It is with a heart full of hope that I write to*

*seek your help in the context from below. I am Mrs. Mariam Abacha, the wife of the former Nigerian head of state, the late General Sani Abacha, whose sudden death occurred on June 8, 1998.*

*I have no doubt about your capacity and goodwill to assist me in receiving the funds into your custody (for safety) the sum of USD\$18.5 million willed and deposited in my favour by my late husband.*

*The money is currently kept with a West African sub-regional finance & security company. As it is legally required, the administration of my late husband is under the au-*

*thority of the family's lawyer.*

*However, the new Democratic Government has since on assumption of office set up a panel of inquiry to probe the financial activities of my late husband (former Head of State) with a decision to freeze all his assets respectively. The investigative team has submitted their report.*

*Presently, some cash and assets have been frozen and seized. Fortunately, our family Lawyer had secretly protected the personal will of my husband from the notice of the over-*

**continued on next page**

## NMCI Moves to Increase E-mail Speed

By Ken Jarvis, NMCI Public Affairs

NMCI officials announced that effective April 1, all attachments to NMCI e-mail will be limited to 10 MB.

The size limit is being imposed to give NMCI users improved e-mail service and faster response time. Attachments in excess of 10MB can slow e-mail traffic across the network and are not consistent with industry standards.

NMCI users who need to share folders and files larger than 10MB may do so by using their personal share drive (H:) space. Instructions for doing that may be found at: [www.nmci.navy.mil/Primary\\_Areas/NMCI\\_Playbook/Secured/Play\\_Book/03-0\\_Supporting\\_The\\_NMCI\\_Environment/03-07\\_File\\_Shares\\_and\\_Public\\_Folders](http://www.nmci.navy.mil/Primary_Areas/NMCI_Playbook/Secured/Play_Book/03-0_Supporting_The_NMCI_Environment/03-07_File_Shares_and_Public_Folders).

Walter Dyer, deputy director for customer relations management in the NMCI office, explained that the real problem with large e-mail attachments comes when you send a 10-plus MB file to 10 people. "The mail gets replicated at the server. Now you have 200MB going out to the firewall. The firewall is already a chokepoint, because it sniffs every bit of every e-mail."

He explained that NMCI saves every email for a certain time period, so there's a

storage issue. "If each of the 10 people you sent the attachment to regards your e-mail as very important and forwards it to 10 of their co-workers, then the storage space requirement has grown from 20 MB to 100 times 20MB, or 2GB. It just keep growing," Dyer said.

He noted that in the near future, it will be possible for NMCI users to post large files to a local server that has a large hard drive that is publicly accessible. "That, plus your 'H' drive, will make sharing files much easier."

"We realize that there will need to be exceptions to this policy," said Capt. Chris Christopher, deputy director for future operations in the NMCI office. "Command center watch officers, for example, should always be waived."

Unit commanders will be responsible for granting exceptions and ensuring that proper procedures are followed.

**For the latest in FISC news, log on to InsideFisc**

### scam from previous page

*seas account of trusted foreign family without delay, for security reasons. That is the reason am contacting you.*

*The government had earlier placed foreign travel embargo on all our family members, and seized all known Local and International outfits of our business empire.*

*The situation has been so terrible that we are virtually living on the assistance of well-wishers. In view of this plight, therefore, I expect you to be trustworthy and kind enough to respond to this call (S.O.S) to save my children and me from a hopeless future.*

*I thereby agree to compensate you with 10% of the total sum for your sincere and candid effort in this regard, when the fund is finally received into your local bank account. The security company has perfected arrangements with the manners to effect complete dislodgment of this money through their bankers in Europe within a week of the receipt of your response.*

*They have equally guaranteed 100% risk free and smooth transfer. Please contact me via my most confidential email: [mariamsanni@ny.com](mailto:mariamsanni@ny.com) for more details.*

*I look forward to your quick response, may God bless you.*



### Stay healthy - get your blood pressure checked!

Laverne Williams, Norfolk Department of Health, checks blood pressure regularly in Building W-143. She's been visiting FISC and DDNV employees since November, 2001. She also provides on-the-spot lifestyle counseling and physician referral when necessary. Her visits are funded by a block grant from the Virginia Department of Health. She also distributes educational material on how to live a more healthy lifestyle. Her many success stories in Building W-143 keep her coming back. She is proud that she has been able to help so many employees improve their health. Her next visit to Building W-143 will be April 21 from 10 a.m. to 12 noon in the DDNV Conference Room. Stop by, get your blood pressure checked, and say hi to Laverne.

## Bravo Zulu



FISC Norfolk Det. 107 Commanding Officer Capt. Gary Mack congratulates MS3 Salina Miller on her selection as Reserve Bluejacket of the Year



FISC Norfolk Det. 107 Commanding Officer Capt. Gary Mack congratulates SK2 Gwendolyn Woodley on her selection as FISC HQ 107 Sailor of the Quarter.



FISC Norfolk Det. 107 Commanding Officer Capt. Gary Mack congratulates SK3 Michelle Taylor on her selection as FISC HQ 107 Bluejacket of the Quarter.



FISC Norfolk Det. 107 Commanding Officer Capt. Gary Mack congratulates SK1 Jeany Dunhill-Cooper after awarding her the Navy/Marine Corps Commendation Medal.



FISC Norfolk Det. 107 Commanding Officer Capt. Gary Mack congratulates Lt. Cmdr. Jim Flowers after awarding him the Navy/Marine Corps Achievement Medal.



FISC Norfolk Det. 107 Commanding Officer Capt. Gary Mack congratulates SKC Richard Anderson after reenlisting him for six years.

Bravo Zulu





*FISC Norfolk Commanding Officer Capt. L.V. Heckelman congratulates Cmdr. Bob Casagranda with the Navy/Marine Corps Commendation Medal.*



*COMFISCS Rear Adm. Bill Kowba congratulates FISC Norfolk and NAVSUP Sailor of the Year PC1(SW) Jamie Hughes after presenting him with a COMFISCS Command Coin.*



*FISC Norfolk Code 100 Director Capt. Bob Carter recites and administers the oath of enlistment to SHC(SW) Marlon Carter during his recent reenlistment.*



*FISC Norfolk Commanding Officer Capt. L.V. Heckelman congratulates Lt. David Friedler after presenting him with a Navy/Marine Corps Commendation Medal.*

